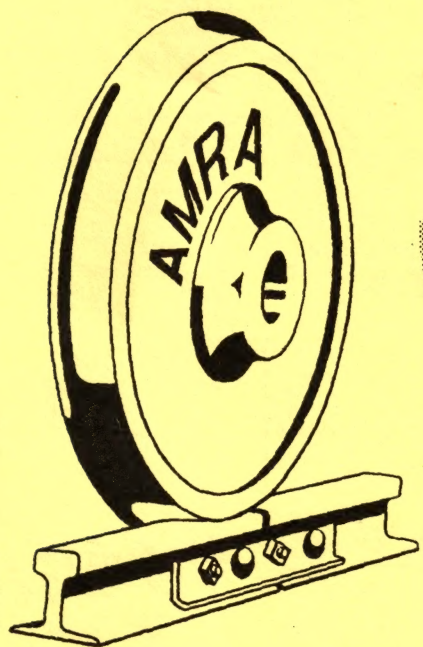


Australian Model Railway Association



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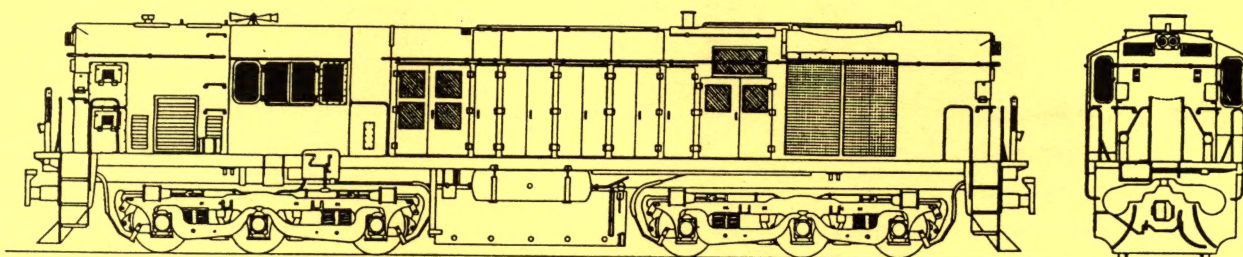
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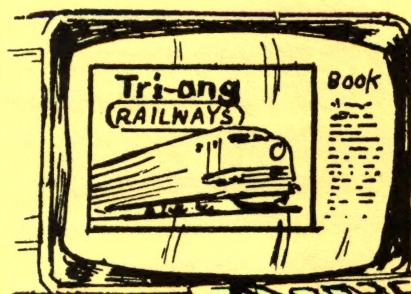
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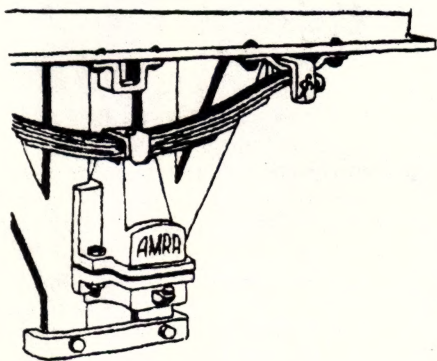
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JOURNAL BOX...

From the Managing Editor

There is nothing quite like an exhibition to rekindle the enthusiasm. This editorial is being written just after the 1994 Victorian Branch exhibition. On the Saturday, I was working on the 'Construction Centre' and was able to progress a model I commenced last year. Maybe, I will be able to finish it at next year's exhibition!

My view of the exhibition? Well, probably not as good as the last two years, but then at those previous exhibitions we had the benefit of some outstanding layouts from interstate.

Our own Branch primary exhibit, Wills Street, suffered from poor lighting. There was no excuse for this. We had known that we were to be positioned in the darkest part of the hall for ten months, so should have planned the lighting. But regrettably, time just got away from us, and we still not able to complete the street trackage area to our satisfaction.

On another matter, Rex Little's epistles have been absent from these pages for quite some time. This is because rex suffered a stroke which had him laid up for some time. Rex is now well on the road to recovery, and it was good to see him (and his flashing crossing signals on that ridiculous engineer's hat!) back at the Exhibition.

Roger Lloyd
Managing Editor

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Editorial Deadlines

The deadlines for the next issue will be 15th April for hand written articles, 25th April for neatly typed articles and State News, 1st May for articles on floppy disk (IBM format either 3½ or 5¼) and 13th May for addresses and envelopes. Collating and posting is expected on 16th May.

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On the Cover

Pride of the Fleet

This Queensland Railway Photograph taken of a new Pacific loco, class B18½ No 912 at Mayne railway yards around 1947 shows the Pride of the QR passenger steam fleet at that time. Note the polished brass steam dome cover, boiler bands, front cab window frames and washout plug surrounds. These were the last batch of B18½ locos built before the improved BB18½ Pacifics were built in the 1950's. Note also the B13½ shunt loco on the left.

Models for the QR loco come in all sizes. The Queensland Branch has in its possession a 1/32 scale model (0 gauge) built by Meadmores, a Melbourne model making firm in the 1930's. The model was firstly clockwork, later converted to Electric by the late Steve Suggit. Branch members have built 1/64th, Sn3½ (16.5mm gauge) B18½ models using the Lima C38 mechanism. HOn3½ (12mm gauge) models have been built using Triang TT, Berliner Bahn and scratchbuilt mechanisms. For the smaller scale of TTn3½ (9mm gauge) one can simply use an N scale Rivarossi light pacific loco as a base.

Secretary's Desk

No matter what scale that we model in or which prototype that we follow, we all have one thing in common. We are all Railway Modellers (or Model Railroaders if you prefer). This similarity draws us together into a society of people sharing a common interest. Let us never lose sight of this common goal for together we can achieve much more than we can alone, even if the other guy is modelling the railways of South Africa in 13.5mm to the foot (or BR(SR) 1975-84 in N scale).

Even so there remains the day to day running of any society or club from which even AMRA is not immune. The important thing is to keep things in their place. In our case the place to deal with those trivial (or not so trivial) matters concerning the day to day and long term running of the association is with the various committees State and Federal.

So if you want to have your say about how the Association is run, speak to a member of the committee or write to the secretary. If you have a good idea it can be acted upon, if you have a complaint it can be dealt with, if you have an absolutely stupid idea the committee may be able to modify it and make it workable. In any case by letting the committee know, it can be dealt with appropriately.

If you just sit back and do nothing (and everyone else does the same) then nothing will get done. If you complain to those other members trying to enjoy their hobby you will just get them upset (probably at you).

Let the committee deal with the problems and let the other members get on with having fun or if you really like handling problems then volunteer to go on the committee yourself.

The Editor
AMRA Journal
Dear Sir

Mr Rowling's letter in Journal 217 has worried me. I may have misunderstood the point he was trying to make, but the realist in me suggests that I have not: to be concerned about the possible consequences to AMRA of a breach of the copyright laws (by operating a closed circulation library of video tapes subject to a hiring fee) is one thing, but for this concern to be expressed by a video tape producer could be construed as a cry for the protection of a vested interest.

To repeat myself, maybe I have not understood the point, but a further comment from Mr Rawling to clarify his intention would clear the air.

P Allcock

Modeller's Note

Spotted in Tottenham Yard on 31/1/93 was VLEX 847-U. So what you say, well the vehicle is in fact a Westrail WBAX repainted in V/Line red. Apparently the original VLEX was badly damaged in the West. The substitute VLEX does not have a V/Line logo. So all you need is a BGB WBAX kit, BGB decals, a pair of SEM XSC bogies, SEM wagon red paint, couplers to suit and a few hours of spare time.

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

More Fun With Relays

Have you ever noticed how few layouts have operating signals? And have you thought why? I suspect it is because it is beyond the capacity of most modellers to design and build a signalling system.

Signals certainly add to the interest in a model railway, be it spectator interest or operator interest.

In this instalment, I will try to explain how to add working colour light signals as they are the easiest to make or purchase. I will, however, show how a relay is the ideal device to activate a semaphore signal, in case you wish to make this type of signal, either scratch built or from kits.

Relays for Operating Colour Light Signals

FIGURE 1 shows a very basic, but

Part 3

A Relay as a Signal Controller or Motor by Allan Dowel

simple circuit for operating a 2-colour light signal from a remote point. Operating the switch causes the signal to change from red to green.

FIGURE 2 does much the same, but by using a relay to change the lights, we have:

(a) used a simpler switch; and

(b) cut out one wire from the control panel.

But these are not the only reasons for using a relay.

FIGURE 3 shows how we can use a

push button to operate the relay and how we can cause the relay to "lock" on green. Push the button. The relay operates. S1/1 contacts change the lights from red to green. S1/2 contacts "lock" the relay in the operated position, so releasing the push button leaves the relay operated.

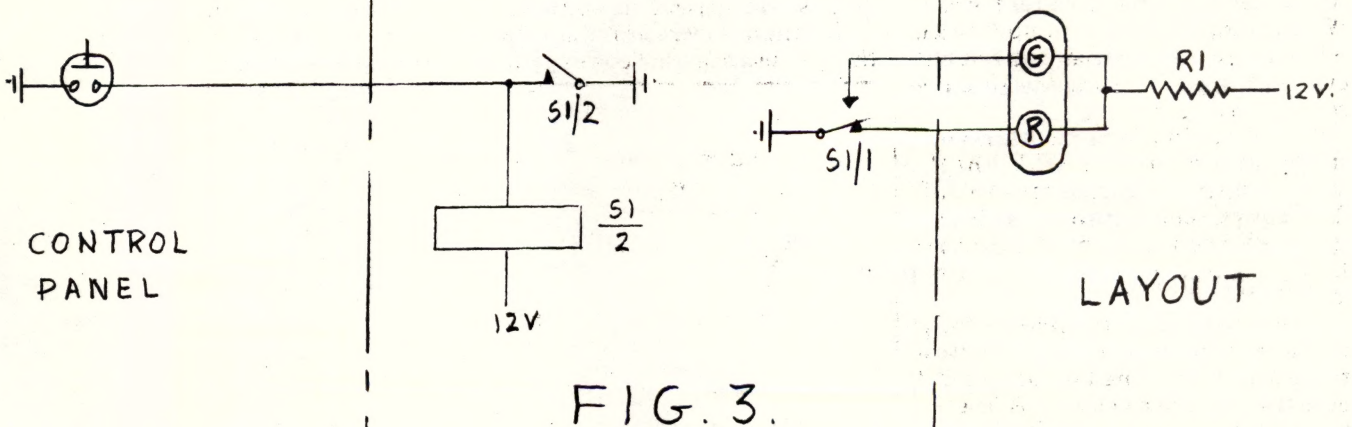
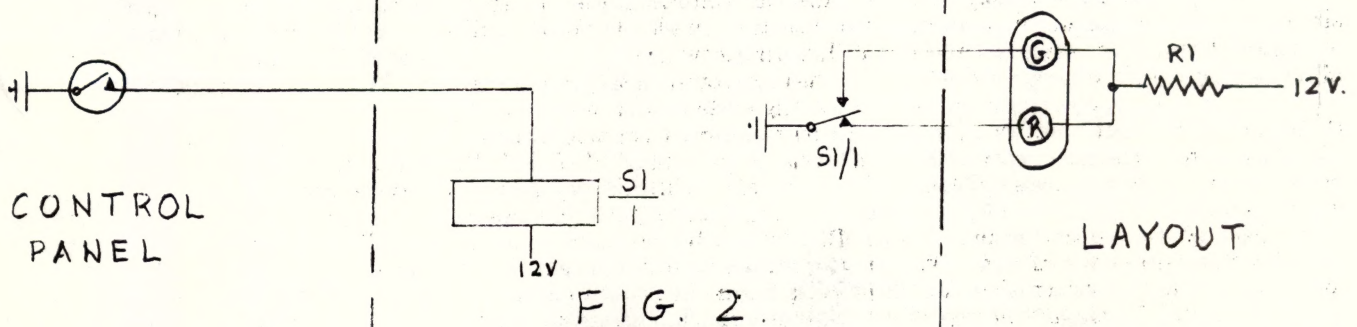
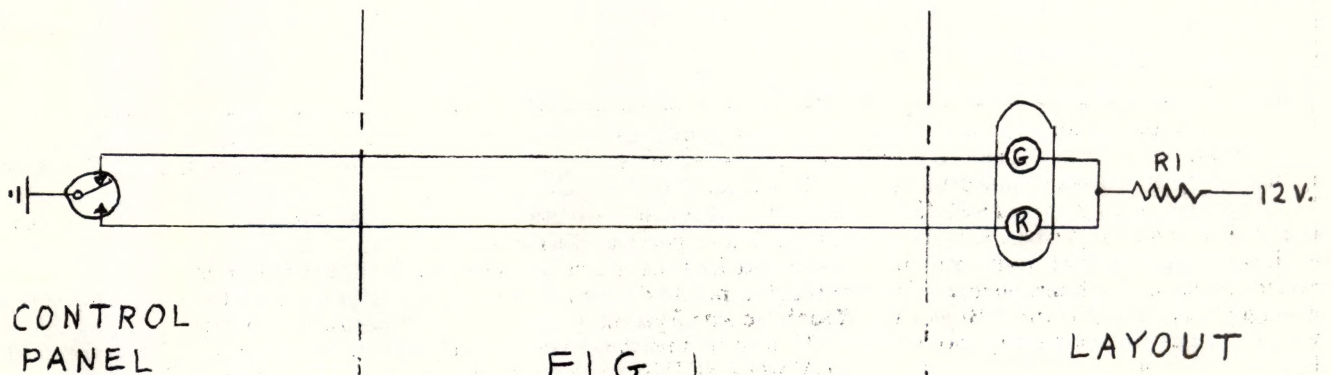
This is a crazy circuit of course. We have to add something to release the relay.

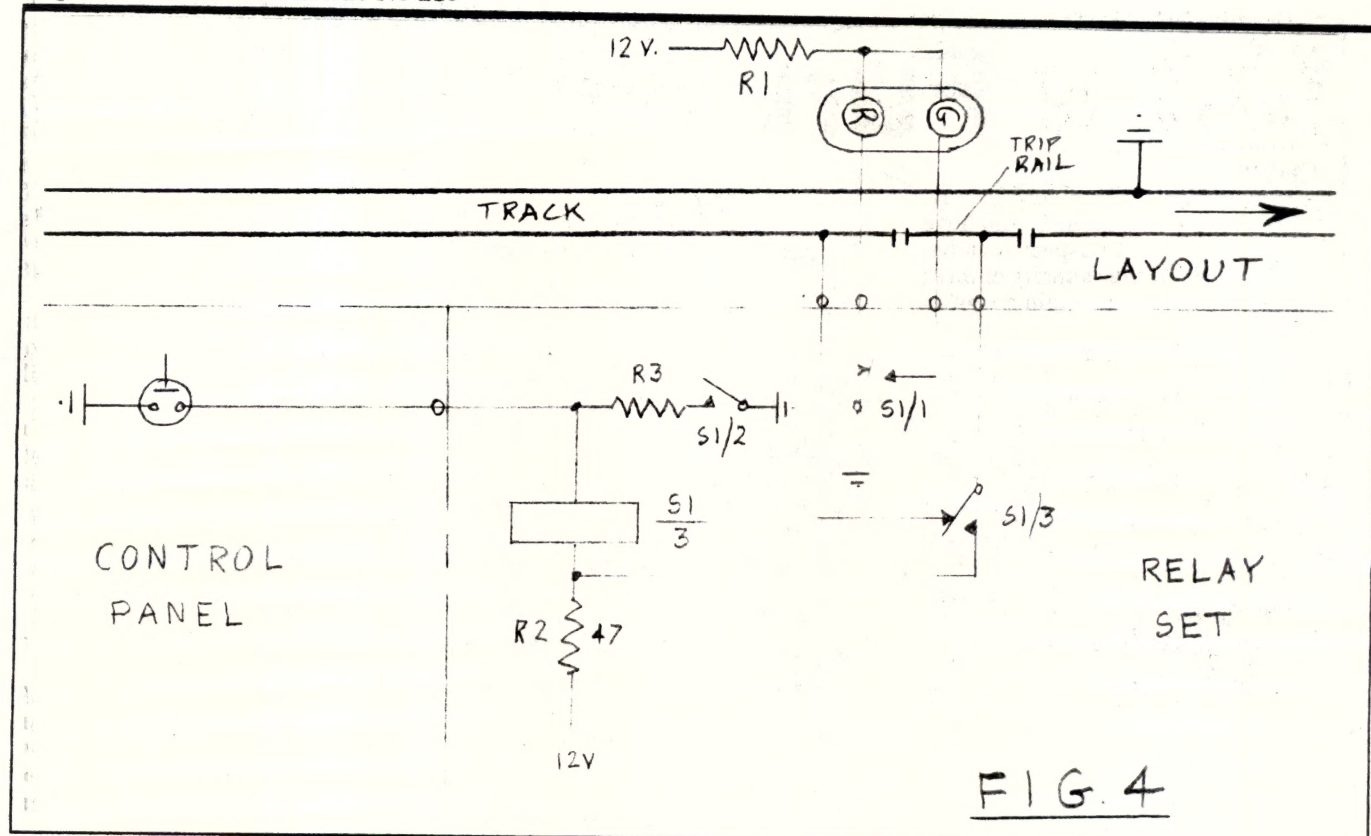
In prototype, most colour light signals are released when the train passes. So can we work out some way for our trains to do this? Yes, we can.

The locked relay of FIGURE 3 can be released:

(a) by turning off the power (12 volts) (crazy); or

(b) by using another relay (operated





by the train) (too expensive); or

(c) designing a switch whose circuit is broken by the wheels of the train. We designed one early on in the MMRS, but it was too easily damaged. You could use a reed switch (contacts enclosed in glass, which are operated by a magnet under the train). But who wants a magnet under every locomotive, so we chose;

(d) a simple track circuit which requires no special attachments or extra relays.

One way to release a relay is to short circuit the coil, and this is what we adopted over 20 years ago on the MMRS - simple and extremely reliable.

This time we show the track near the signal. Also notice that we have added 2 resistors in the coil circuit, and have 3 contact units on the relay. This is how it works.

1. Press the green signal button.

Relay S1 operates via R2 and locks to return contacts S1/2 via resistor R3.

2. Contacts S1/1 change the signal from red to green.

3. Contacts S1/3 connect the TRIP RAIL to the 12V side of the relay coil. We are using the common return track power system here, where one rail of every track section is connected to the common return.

4. Where the first metal wheels of the locomotive touch the TRIP RAIL, current coming through the resistor R2 flows to common return through contacts S1/3 and the train motor, rather than through the relay coil, so the relay releases.

Contacts S1/3 also reconnect the trip rail back to the main active rail, so track power is restored to the trip rail before the second pick-up wheels leave the previous active rail.

5. The signal goes to red, and the circuit is ready for another cycle.

The whole of the above relates to trains travelling in the direction of the arrow. Trains going the other way are not affected, as the trip rail is powered through contacts S1/3 (un-operated).

Track Power Systems

This system performs best with the COMMON RETURN track power system, but will also work ok if you use a common power pack for all controllers. If you use individual power packs for (or in) each controller, then I suggest you use the simpler COMMON RETURN wiring system.

The ideal power pack system for this signalling system (and in fact for any layout) which runs 4 or more trains simultaneously) is the SPLIT POTENTIAL system. With this system you have a large power pack FOR EACH DIRECTION. In this case, signal relays for trains using the negative (-) power pack are connected to the positive (+) power pack, and signal relays for trains using the + power pack are connected to the - power pack. This results in very positive operation.

If you have a large layout, I suggest that you use a separate power pack for

the signal lights, to stop flickering. If you use LIGHT EMITTING DIODES (LEDs) in your signals, then the signal power pack should be between 4 and 6 volts DC.

Suitable Relays

Relays for this system will need to operate on about 10 volts, so the coils should be around 300 to 500 ohms. Choose "fat" coils if you can.

Relay contacts should include 2 "C" units and 1 "M" unit as a minimum, but as you will want to get into interlocking and 3 colour signals, it is a good idea to have 2 extra C units and a couple of B units.

The ideal minimum would therefore be:

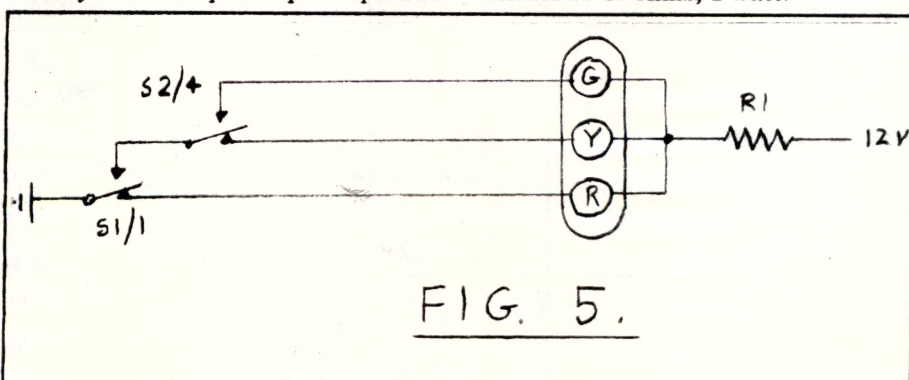
3 x C, 1 x M, and 2 x B units - total 6 units.

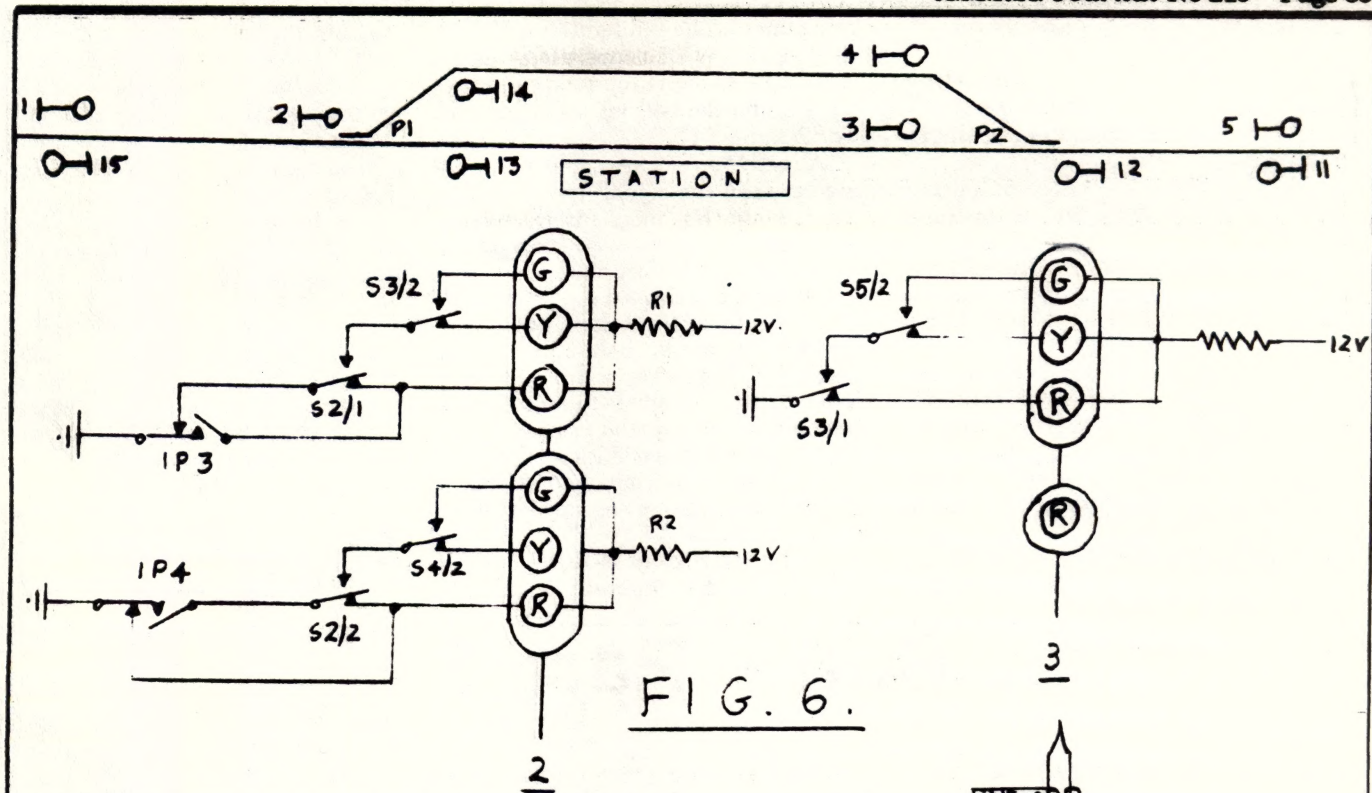
Resistors

There are 3 resistors per signal set:

R1 is to reduce the voltage on the signal lights, and will depend on the power pack used and whether you use lamps or LEDs, eg LEDs with 5 volt power pack would require R1 to be 150 ohms (0.5 watts).

R2 is to prevent the short circuiting of the relay coil from blowing a fuse. It should be 47 ohms, 1 watt.





R3 is in the locking circuit of the relay. It reduces the voltage on the relay coil to about half, when in the "holding mode". This ensures a quick release when the train hits the trip rail.

Try 470 ohms, 0.5 watt, but go down if the relay won't hold.

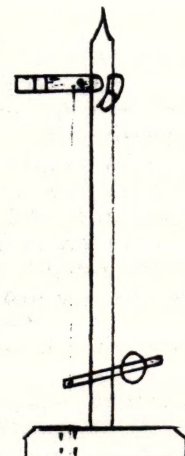
All resistors cost less than 10 cents each at radio parts shops.

3 Colour Signals

I mentioned 3 colour signals earlier. The circuit is shown in FIGURE 5.

Each relay has 2 x C units for signal lights; one for RED to YELLOW and the other for switching the previous signal from YELLOW to GREEN.

Interlocking
If you have come this far, you might as well use some interlocking of signals against each other, and against points. The cost is nil - just a few more contact sets on the signal and points detector relays.



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FIG. 7.

More Fun With Relays Continued

FIGURE 6 shows a station with a passing loop and its signals.

I have shown the lights circuits for only signals 2 and 3.

Each of the points operates a detector relay in the relay set - P1 operates relay 1P and P2 operates 2P. (The relay coils are not shown). The 1P3 and 1P4 contact sets are K type, which is like a C unit, except it makes before it breaks.

Notice that when points P1 are normal, 1P3 puts common return onto S2/1, so that when S2/1 operates, the top lights change from red to yellow.

If signal 3 is "off" (relay S3 operated), then the top S2 signal lights will go to green.

The bottom set of lights will stay on red due to common return from 1P4

going only to the red light.

When relay P1 is operated, the reverse applies. The top red light stays on red, and the bottom set is changed by S2/2 and S4/2.

Already you can see some interlocking between the signal lights and the point motor, but more interlocking is required.

We will deal with more interlocking in Part 4 of this series.

In the meantime, how about you having a go at the lights circuits for signal 1? I'll give you a clue. Signal 1 has 3 lights in the top set and only 2 in the bottom set (red and green). It has to give different speed indications depending on the setting of points P1. I will give you the answer at the start of Part 4 next time.

Semaphore Signal Motors

If you wish to operate semaphore

signals, then a relay can make an ideal motor to operate the signal arm.

FIGURE 7 shows the additions which you require to make the relay act as a motor. The drawing should be self explanatory, and I will just add a few tips.

1. Don't attempt to use the springsets for interlocking, etc. Use a separate (centrally located) relay for this purpose.

2. Connect the two coil tags to a screw type terminal strip for making wiring connection.

3. Don't increase the air gap to increase the movement of the operating wire - increase the brass wire length instead.

4. Remove the staple and plastic plate from the relay armature before soldering.

5. File off the plating where you

National Rail - Part 3

by Geoff Brown

It is now almost three years since my first article on the National Rail Corporation appeared in *Journal*. In its early days there were suggestions that it should be renamed National Rail as nothing seemed to be happening. Later it was thought that NRC meant No Real Change. Now, with the organisation progressively taking over interstate freight operations as well as starting various infrastructure programs it seems National Rail is finally a reality.

This article is not about objectives, achievements or milestones as mentioned in other publications, but rather a resume of what is to take place with the linking of the northern line to New South Wales and the western line to South Australia through the metropolitan area of Melbourne.

The basis of this piece is a talk given to Victorian members of AMRA in 1993 by Glen Mills* from the PTC. Glen is from the infrastructure maintenance area and is involved with all the track design work associated with track conversion and/or construction requirements for National Rail in Victoria.

From Albury the existing standard gauge line will be used, apart from normal maintenance no upgrades have taken place on this line since it was opened in 1962. The original 47 kg rail will be replaced with 60 kg and the line capacity lifted from the present 19 tonne axle load to eventually 25 tonnes. This will not happen overnight as most of the bridges and culverts on the line will need upgrading.

On reaching Melbourne the existing route will be followed but with some changes in the Sunshine-Tottenham Yard area. These changes will come with the conversion of the western line to standard gauge. It is proposed to relocate Sunshine Loop adjacent to Tottenham Yard. Initially freight trains

for Adelaide coming from the north will run into the re-located loop, engines will be detached and either run around their train and couple at the other end, or alternatively fresh engines will be coupled to the train. Remember some of these trains will run direct from Brisbane without refuelling.

Trains will then proceed onto the existing broad gauge goods line to Brooklyn as dual gauge to Newport. From Newport to North Geelong a new line is being constructed for National Rail. North Geelong to Gheringhap will be dual gauge, Gheringhap to Ararat via Maroona will now be standard gauge as the Victorian government has decided to convert the western wheat lines as well (but how far will the \$20M allocated go). From Ararat to just out of Adelaide the line will be one gauge. How many of us have wondered if we would ever see this come to pass.

While the arrangement for reversing trains in Tottenham Yard is regarded as interim, it is still expected to be some time before funds are available (if at all) to build a second direct standard gauge connection from near

Sunshine Station

crossing the broad gauge goods tracks on the level and joining the new dual gauge south of the existing bridge over the passenger lines.

The thumbnail sketch I have included (redrawn by Joe Vella) will hopefully give readers an idea of what it is all about.

While it all looks rather simple on paper the task of building or converting a railway is not, particularly when dual gauge points are involved. Track design people try to avoid these like the plague. However, to simplify pointwork, the gauges are separated and, to achieve this, fixed points are used. Fixed points are not like normal points as they do not have blades. Instead, the blade area is actually a casting which forms a ramp to allow the wheel to bridge the gap between the running rails. The wheel traverses the ramp by running on its flange.

Please remember that until the construction phase has been completed, the layouts described here may well change.

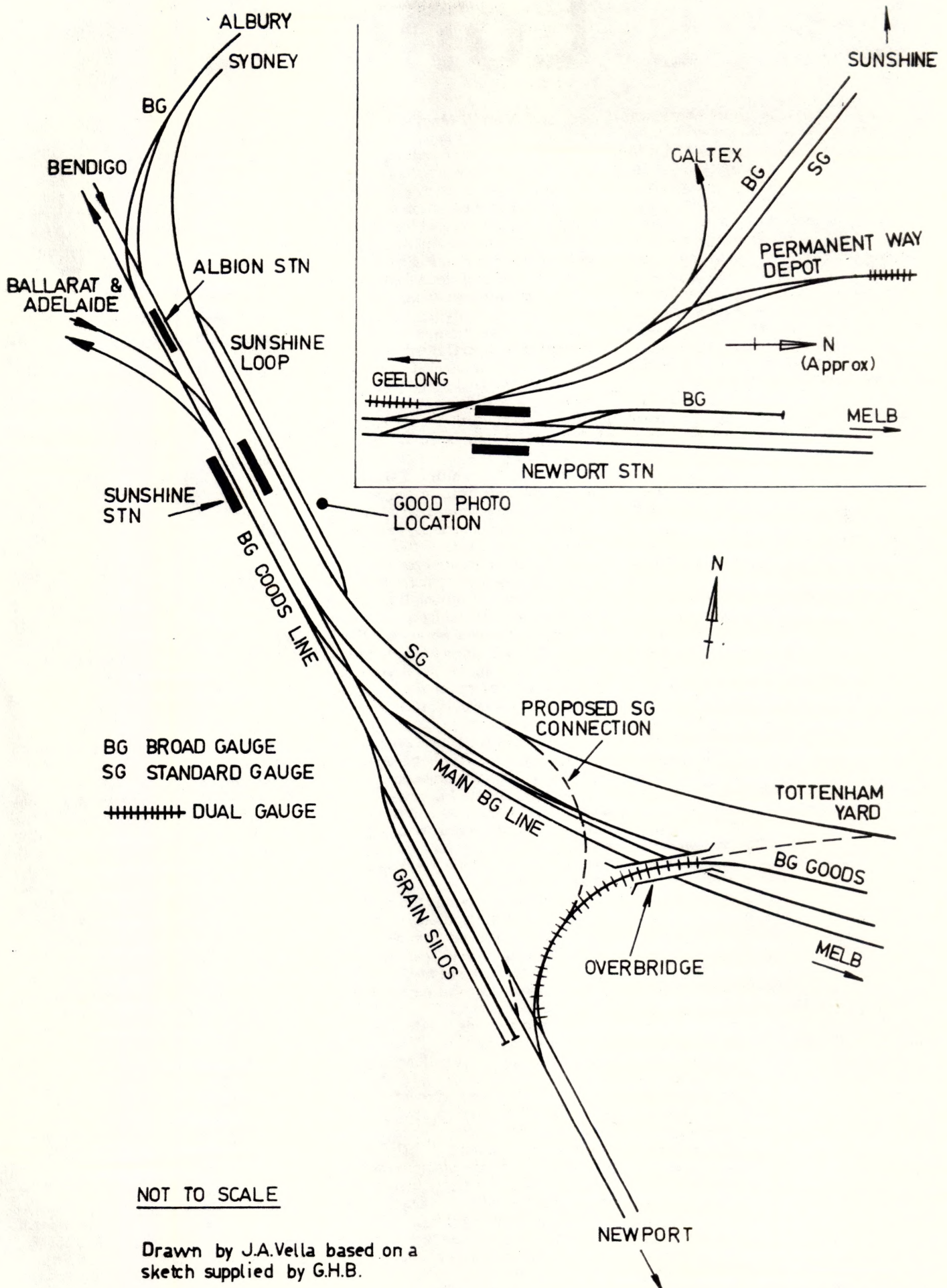
* Glen is also a member of the Waverley Model Railway Club and a keen follower of North American railroads.

Would the person who wanted me to place an advertisement concerning "O" gauge 2 and 3 rail locomotive drivers, please send your name and address for inclusion in the advertisement.

I seem to have mislaid your letter and your wording did not include this detail.

It is not much use advertising if we do not know where to go!

Managing Editor



NOT TO SCALE

Drawn by J.A.Vella based on a sketch supplied by G.H.B.

Days Long Gone

by Alan W MacDonald

In the early 50s, Bundaberg was experiencing rapid expansion of train services, good cane seasons and a labour shortage. So promotion in the railway, particularly in "Loco" was fairly rapid. Soon after I started as a Cleaner, the cane season was approaching, so a lot of we cleaners were keen to pass the Fireman's Exam and get out on the road. A large group of us were supervised by an Inspector (from Maryborough) by way of Alf Payne (he being held in high regard by all who knew him).

To begin the exam process, he did the oral "questions and answers" bit. One question directed at "Brenno" being: "What would you do if your Driver dropped dead?" The answer forthcoming being: "I'd put the billy on and have a cuppa."

The questions relating to signals, safe working and other subjects over, we moved to the hut in the paddock behind the Loco Depot. In this small hut, commonly referred to as "The Union Room", we got busy on the written exam. Included amongst the candidates was one fellow who had passed everything, but the arithmetic section, now having his third attempt. After a while it was evident to the Inspector, the fellow was in trouble, so Alf asked: "What's wrong Stocky?" The reply was: "I dunno how to do these sums, Alf", caused the Inspector to say: "Come out here, son." Stocky went to the Inspector's table and sat down beside him while Alf did the sums. He handed them back, completed, to Stocky saying: "All you've got to do now is copy that and bring it back out here to me." In due course the paper was finished and handed to the Inspector who, as Stocky left the room, pulled out his handkerchief and, as he mopped his brow, said: "There goes Fireman Stocky."

With the exam behind us and now being "Acting Firemen" we soon started to get some work on the 'main line'. Already as Cleaners we had some experience rostered on "fires", and on the 4 pm to M.N. and 12.1A to 8A in particular, it was fairly common to find a couple of cleaners stable a Garratt on its arrival and follow the whole procedure through coaling, greasing and preparation for departure for a quick turnaround of that particular engine, ten of which were on strength at Bundaberg. The balance of the Garratt fleet were stationed at Rockhampton and were often worked south of Gladstone to Bundaberg. The depot staff always worked as a team, the regular shed men, often under pressure, appreciated the help given by the cleaners, who could be relied upon.

Some of us could probably have been classed as 'workaholics', since we liked to have a 'finger in every pie' - at times even assisting the sand man, fill sand domes - and that's hard work!

Our activities on Shed stood us in good stead once we started on main line work, but we soon found out that an oscillating footplate, combined with a heavy load and "winding up" the train to the speeds nominated by the speed boards, was a different matter to 'bombing' the firebox of a Garratt while it stood at the coal stage while being provisioned with Blair Athol coal.

Some of the other coal suppliers from various mines on the Burrum Fields and some on engines which found their way south of Gladstone with some coal from mines north of Rockhampton, left much to be desired. Fortunately the Garratt's were coaled exclusively with Blair Athol coal and also was the usual fuel on passenger trains when hauled by a 18-¼ or with a PB15 attached out of Bundaberg. And, as for oscillating footplates, what engineman who ever worked a C19 will ever forget that side-to-side motion of the cab end of the loco as it started to get a bit of speed up, or the 'kangaroo' hop with B18-¼s would start to develop at excess speed.

Don't forget the times when you've been tossed by the flap between engine and tender when you probably only had one foot on it and the loco has gone over a hole in the road. On one occasion, a Bridge Inspector riding with us on the engine had both feet on the flap when we encountered a 'hole'. He was tossed into the tender.

Experience teaches us the hard way. One small item of knowledge I acquired the hard way was never repeated, by way of 'throwing a bucket of water'. To explain the term, it was an action common on steam locos of days gone by, with the exception of AC16s and Beyers which were provided with pressure hoses for damping coal. The idea was to spread a couple of gallons of water on the tender to stop coal dust from blowing into the cab, and required some practice before getting the knack of getting a good spread of water. I fancied myself as having got the knack pretty early in the piece, so on the Rosedale Shunter which ran tender first, equipped with a rear end headlight, ex Bundaberg, about midnight with empty wagons for the cane sidings, at about a couple of hours out on the way to Rosedale (about 50 kms north of Bundy) we started to cop the coal dust. Watched by the driver who was no doubt wondering "what's this

donkey doing?", I drew a bucket of water from the tender tap, stood back and in the approved manner, I swooshed the water in what should have been a good spread. I didn't allow for the fact that we were doing pretty well on a down-grade at the time, almost mid-winter with a cold breeze coming over the tender. After I had 'thrown', I was pretty wet myself. A quick glance at the driver to see how he had fared showed him to be much as I was, water dripping off here and there, a sodden cigarette hanging from his lips. He never said a word - just sat on his seat with arms folded like a cigar store indian, but a much more serious look on his face. Apart from that, we had a good night - back to Bundy about 8 am with a load of cane for the mill. Never again to throw a bucket of water while running tender first.

Most of the sugar cane traffic was worked by PB15 locos. I soon developed a liking for them, despite finding them a bit temperamental in the hands of a not very experienced fireman.

One incident I have never forgotten occurred on one of my first jobs with Driver Percy. As we slogged up the long grade out of Bundaberg heading south, I wasn't getting results, so decided the fire wanted some help from the 'pricker'. As I swung it down off the tender to put it into the firebox, I almost hit Percy, who was standing in the middle of the cab, a picture of sartorial elegance as usual, even down to the 'lampwick' tie which years ago was part of the uniform. His hand held up like a policeman on point duty, he said "What! The whip? No, no, anything but the whip!" So I returned the pricker to its place on the tender as Percy informed me that the use of the whip indicates a mistake has been made with the shovel. He opened the fire door, looked inside, and asked "If that tubeplate could talk, do you know what it would say?" I said, no I didn't. With arms folded across his chest and legs slightly bent at the knees, he gave a king size shiver and said: "I'm cold, I'm cold". He informed me there wasn't one fireman in Bundaberg he hadn't pulled out of trouble at some time or other. "Here, Mac, I'll show you." After a short demonstration, he handed the shovel back to me, and as he pointed to the long plume of black smoke back over our train, said "the sign of a master". With steam forthcoming, as the smoke died away, a fresh supply of coal to the fire was indicated, so I looked into the firebox to find an 'overfired' fire, now in need of the whip for sure. I asked Percy do I use the whip now, to which he replied 'definitely'. Two successive scratch ups

with the whip each produced clouds of black smoke and plenty of steam. I have often thought Percy was astute enough to prove how good he was, when the fireman was about to get results from a new fire and then giving the action back to the fireman after he had pushed his own ability to the limit. I later found out that it wasn't wise to stay too much in control with this fellow, as he had a habit of opening the blown down cock and blowing a lot of water out of the boiler, causing the fireman to have to work harder to get the level back up again.

Some weeks later, I was rostered on '4 pm to MN shed'. As usual there was a brief lull in activities around about the time the southbound 'mails' went through. This opportunity was always used for everyone from the Leading Hand in Charge through to the Bit Man and other grades to gather in the 'fitter's humpy'. This short break about 7.30 at night served as a tea break and was used mostly for recounting stories that brought a laugh. I recounted my experience with Percy and one of the other firemen on shed duty said "he pulled that one on me" and when he asked me if I knew what the tube plate would say if it could talk, I said: "Yes, keep your snotty nose out of my firehole."

Bundaberg was a good town to live in, and North Bundaberg Loco was a great depot to work in, despite an excess amount of work during the night hours. Promotion to classed grades in almost every depot in Queensland meant a transfer to another depot, usually in some part of western Queensland. This system evolved from one in practice previously when it was referred to as the "rotary transfers". It meant all classed men took a turn at six month long temporary transfers to western depots.

With the change in the system having taken place some years earlier, it came for all good things to come to an end, and I found myself at the stage where I was due to be classed as 'Fireman'. Applications called for the various vacancies found me nominated for Longreach, despite that town being almost bottom of my list of choices. When the 'Weekly Notice' was posted advising roughly 300 Cleaners to Fireman of the towns to which they would be transferred, it appeared that cleaners at Mayne and other depots in the south would mostly go to south western depots, while other depots along the coast would provide for the central and north west. One driver said he was classed as a driver to Longreach in 1948, saying: "You'll like it out there." One fireman also told me the same thing; he also was classed as a fireman to Longreach in 1948, but he qualified his remarks about 'liking it out there' by adding 'but you'll need to be p____d to the eyebrows all the time.'

Towards the end of my stay in Bundaberg, things changed rapidly.

The air conditioned 'Lander' trains came on the rails and the DEs put in their first appearance. To start with, the 'Sunlander' was the first sign of things to come, mostly headed by a 1200 class DE; this train in lieu of the previous 'Sunshine Mail' which was often Garratt hauled or headed by a B18-4 or a 'Betty' with a PB attached. Then the fast freights got their DEs instead of Garratts, making it obvious that the labour intensive Beyers and other steam engines would soon be history. The DEs did everything faster with bigger loads, spent more time running in every 24 hours. Less men were required in the loco depots and in Bundaberg, men returning were not replaced. Gympie men began running through Maryborough to Bundy and more trains in and out of Bundaberg were being worked on the southern end by Maryborough men, while the northern end was manned more frequently by Gladstone crews. So, it became obvious even to Blind Freddy that Bundaberg was in for the chop. It appeared to me I would be in Longreach for some time, maybe not even get transferred back to Bundaberg at all, so I headed for Longreach prepared to make the most of the situation in a town which, at least, was not just a dot on the map, but was a town of some 4000 people.

Much water has flowed under the bridge. I still think from time to time of the days in Bundaberg and the great fellows who, for a period, were part of my life. Of the humourist who, when he saw a red or white pot pricker swung back up onto the tender, always said: "Must be getting near town, just saw a neon say go by." Or the fellow who wanted a 4 m x 4 m room added to his house to cope with a growing family. All materials on hand, ready for a 6 am Saturday morning start, twelve cleaners all previously tradesmen of some, organised as a working bee for no gain other than to help out a good mater - by the time dusk arrived, the job finished. I can still see the real gentlemen near retiring age with a head of hair like 'KOJAK', who never and I mean, never, ever took his cap off, even when he was having 'shut eye' in a bed in Gladstone or Maryborough quarters.

Amongst memories of Bundaberg some of the most outstanding relate to the annual Railway Picnic, usually held about mid-October. For many years the guiding hand was provided by George Childs. He retired just prior to my starting as a cleaner, but I got to know him later. He was an outstanding gent, and after he had finished in the railways, his mantle was taken over by a driver of similar style, one Cyril Wendt, commonly known as 'STONK'. He was backed up by a small, extremely dedicated band, which included men from Loco and Traffic and other sections. They organised and raised funds during the year, always well supported by all grades of railwaymen, and on the

day of the picnic, being a Sunday and not many men rostered on duty, almost a 100% turnout of railway men all doing their bit to make the day a success.

The venue was always Nielsens Park, of which Bargara Beach was part. Railway men ran their own sports events, such as nail driving, foot races for the kids, foot faces for the oldies or their wives and, of course, picnic lunches. The beach events included Surf Life Saving displays; the main event being the 'Siren of the Surf' competition. This event consisted of usually about 12 teams of nine young ladies with a very junior young miss as mascot; more-or-less similar to a marching girl competition, but all members of each team dressed in their own particular bathing suit style. The competition was mostly sponsored by business houses, not only from Bundaberg, but as far away as Rockhampton. The teams were judged one, two and three, whilst the most beautiful girl of all was awarded the 'Siren of the Surf'. Attendance figures at the picnics were usually around the 15,000 mark - free ice cream for the kids, free hot water for picnickers, some of whom came from surrounding districts especially for the occasion. Years ago, special trains ran right to the park from outlying districts, but with cars becoming more common after the water and better roads provided, the special trains fell away one by one in the middle 50s to nil.

From about then, with the sudden decline in the number of railway men, the picnics became a thing of the past. In my days in Bundaberg, the Commissioner for Railways, Jerry Moriarty, always attended, accompanied by the District Superintendent from Maryborough, along with some other of the top men of QR. A luncheon was always held at the kiosk for them and the other notaries, who helped make the day a success. A spinoff from the Railway Picnic Days still exist today, by way of a beauty parade of young ladies, nowadays referred to as 'Miss Surf Girl', but I do not have any information as to what extent the competition goes.

Bundaberg is not the only town to hold Railway Picnics over a long period. Even back in the late 1930s, as a young fellow, I recall travelling 120 miles from the bush to Hervey Bay with one mate who owned an Austin Baby 7 vintage 1928 - three of us squeezed into the one seat of that little roadster. The main drawcard of the picnic run by Maryborough Railwaymen was the sand garden competition. The contestants spent much time before the picnic gathering shells and other items for their particular garden - all of which were really works of art - then washed away by a rising tide late in the afternoon.

As with Bundaberg, the Maryborough picnic for many years supported special trains from other

centres as far away as one hundred miles. With conditions changed in Maryborough, as wit Bundaberg the picnics have faded away. I did not get to attend a pre-war picnic at Bargara, not for want of trying mind you. On one occasion, five of us set off to travel the hundred miles to be part of the crowd. One particular fellow kept wanting to have a go at driving; the mate who owned the 1926 Studebaker utility finally gave in when we came off the gravel onto the few miles of bitumen leading to Bundaberg. We only motored a mile or so when the road veered to the right, but the Studie didn't, being stopped in its tacks by a nine inch thick guidepost. After some straightening out, we coaxed the ute to Bundy where we spent all our time getting the vehicle ship-shape for the

rip home on Sunday night.

Bundaberg is well known for many things; a couple of which would be unique. Reputedly the only place in Australia where railway "Smash Signals" operated. Installed at a passing loop at an unattended staff station, one was a few miles south of the city at Elliot, the other mid-way between Bundaberg and Gladstone, at Makowata. At each end of the loop was a signal, the arm of which was foul of the track at normal. To proceed through the loop, the fireman operated the mechanism to make the points and clear the signal arm. With the train under way, it was the guard's duty to see that everything reverted automatically to the normal position.

Also supposedly unique was a regular event with trains such as the "Sun-

shine" and the "Rocky", always worked by a 'Bundy' crew, which consisted of wooden carriages. Running into Bororen as the train headed for a stop to take on water, the local fireman always handed a brown paper packet containing two pies to the loco crew. Whilst taking on water, saw the fireman ply his wares back along the train, finally no doubt given the nod by the guard, with his business complete, the pieman gave the final wave to the crew who, after the usual pop of the whilst, got the train under way again. With the advent of the air conditioned trains, that was another 'tradition' which passed into history with today not many of the 'old timers' left to recount the story.

Have You Seen?

"Model Railways" January

News looks at Alan Sullocks 7mm scale kit for GER Class 8B/LNER C4 4-4-2; Crowbent Castings LNWR coach kits released; Crownlines latest detailing kit releases; Piercy Model Products 7mm scale kit for LNER 21-ton all-steel hopper wagon; 7mm GUV and CCT kits from Wayoh Model Railways; 009 kits from Parkside-Dundas; Hornby A1/A3 released. The late Ken Eden's superb 'O' gauge Coaldale layout lives on, Part four of a series aimed at helping a family develop a layout - planning and the baseboards. The shunting puzzle, Running Lines delves deeper into freight operation. Landscape modelling by Tony Hill, a words and picture descriptive article.

"Model Railways" February

News looks at Chowbent Castings re-launch of their 7mm scale kit for NSR 2-4-OT and 4mm LNWR coach kits; London Road Models Midland 'Spinner' 4mm kit; Crownline's latest detailing parts releases, Vic Green talks about his modelling in an article profusely illustrated with colour and B/W photographs of some of his superb creations. The two level '006' layout of the Whitchurch & DMES described in words and pictures. Part 5 of the family layout series - tracklaying. Find out what goes on at a typical model railway fair or swapmeet. Running Lines looks at traffic movement and how the signalman coordinated it, should try this on the layout. Tony Hill continues his series on landscape modelling. The shunting puzzle.

"Railway Modeller" December

Railway of the Month is the Smallback Springs railway a very large family layout in '00', has plenty of wizzy-gizmos and is fitted with full lighting for night-time operation. Williton, based on a GWR branch line,

by Ted Thoday

is the 'O' layout of a group of friends. An idea of what to do when one retires is Cymfyddl in 0-16.5 scale, Tan-yr-allt - part 2 looks at the buildings, stock and ideas for realistic backscenes. Scratchbuilding a standard GWR signal box in 4mm scale. We sometimes think we are isolated from model shops! Railway modelling in Botswana where the nearest modelling shop is 1000 miles away can be interesting to say the least, especially when you are modelling a Scottish prototype while living in the middle of the Kalahari desert. The Isle of Wight MRG freelance layout described. Datafile type article on GER Decapod O-10-OWT. Garden Railway year - December. An airliner style control panel which gives a 'head-up' display. The late Dennis Cross's extensive '00' layout described. A 9' wagon chassis for 'N' scale. Castletown part 2. Locos and rolling stock and operation. Some more Isle of Man prototype photographs in colour. Student modeller describes Bricklehampton, a '00' scale country terminus. Latest Reviews looks at Hornby loco and wagon releases; scenic accessories from Bachmann; a Peckett O-4-OST and Land-Rover kits from Springside; wagon loads from Harburn Hobbies. News Special looks at RTR rolling stock in 'G' scale new releases from South Eastern Finecast; GP Models 7mm scale kit for Clayton steam railcar; Gauge 1 loco and wagon kits from RJH; wireless remote control system from Remote Control Systems,

"Railway Modeller" January

This first issue of 1994 brings changes in the way articles are presented; the publishers have adopted a new format with a 'cleaner, modern'

look, together with a slightly larger and clearer typeface which your reviewer finds considerably easier to read than that previously used. Railway of the Month is Pengwynn Crossing, a Cornish branch of the '80s modelled in 'OO'. Construction review of MTK kit for the Class 456 EMU. Scale Drawings of BR Class 46, includes prototype photographs and information. Construction review of DJH Kit for BR standard Class 9F 2-10-0. Midford on the S&DR modelled in 'N' scale. Plan of the Month is a hump yard, specially for the wagon enthusiasts, A MR push/pull train modelled by adapting two coach kits and a molded 'Jinty' body. Harry Howell's Stafford Mark IV described in words and pictures [Harry is a leading light in British Railway Modellers of Australia]. Oban, a small branch terminus with modelling potential. Student modeller describes Ballachulish, a Scottish based layout in 'OO'. Latest Reviews looks at Hornby's latest LNER Pacific models 'N' scale transfers; 4mm chassis by Comet Models for LMS 'Princess' class 4-6-2 Festiniog Railway coach in 009 from Parkside Dundas; Roxey Mouldings 'Cyprus' 2-6-2T in 009. News Special looks at Nonneminstre Models 7mm scale narrow Gauge kit for Hudson-Hunslet diesel small live steam tank loco for SM32 locomotive lining service and 'G' scale signals; new releases from Crownline; a kit for a 'Simplex' 40hp petrol rail tractor for WDLR; 4mm and 7mm scale modern signals and crossings; DJH Models forthcoming kit releases.

"Railway Modeller" February

Railway of the Month is Kirby Maltersdale, the Settle and Carlisle modelled in 'N' scale. Converting Hornby bogie tanks to STS anhydrous ammonia tanks. Constructing GWR 'si-

phones' from etched kits. A GWR shunters' truck in 'N' scale. Part 2 of the Upton Dale Light Railway story. Hawkhurst, an SECR country terminus modelled in 4mm scale. Scale drawings, photograph and information on Rhymney Railway Class AP 0-6-2T. Construction review of RJH 7mm scale kit for BR class 37. Plan of the Month looks at the S&DJR with a layout based on Midsomer Norton and Evercreech Junction. A modern quarry scene modelled in 'O'. Student modeller describes Daleside, a Yorkshire terminus in 4mm scale. Latest Reviews looks at Class 56 in 'N' scale from Farish; limited edition Class 20s in 4mm scale; Wrightscale 'N' scale catenary; MGR accessories in 'N'; latest releases from Cambrian Models; Mailcoach 4mm kit for Thompson full brake; S&C station buildings in 4mm Mendip Models basic buildings. News Special looks at Springside 7mm kit for GWR 64xx 0-6-OPT.

"Model Railway Journal" No. 68

Small Suppliers Forum looks at C&L Finescale changes hands and future plans; Brassmasters 4mm scale signal parts; Dyna-Drive products availability; 4D Limited modelmaking supplies; Harburn Hobbies latest release, a builders yard; David Smith 16mm scale narrow gauge Simplex 40hp armoured tractor; 2mm scale cat-

enary parts; Impetus 7mm scale kit for Drewry O4 diesel shunter; Chivers Finelines latest releases. Barry Norman, author of a book on scenic modelling, describes his Lydham Heath 'S' scale layout, the scenics?, see the photographs. Scratchbuilding wagons in plastic, The MRJ Project Manning Wardle 'F' - the body. Modelling stone walling, Martyn Welch's series on wagon loads, No. 4, the empty wagon. Layout Design looks at Hawkhurst, Kent as a modelling prospect. The clean and wipe car, a simple track cleaning wagon.

From the Prototype

"British Railway Journal" No. 48

The Yarnfield Spur Railway [and other Royal Ordnance Factory railways], the first of a 2 part article. Railway clocks in words and pictures, with some indication of their value, Victoria station in 1867. Balquhider, Caledonian Railway described in words and pictures, includes track and signalling diagrams, Photographic cameo of Brighton,

"British Railway Journal" No. 49

How the Highland Railway and it's workforce coped with snow, includes photographs of the various types of snow plough used. Signal sighting describes the detailed work involved to

ensure that signals could be seen by loco crews, Brief prototype information supported by photographs with informative captions on the Metropolitan Railway 'H' and 'K' Class tank locos. Part 2 of the Yarnfield Spur Railway. The City Basin Branch in broad gauge days described.

"Great Western Railway Journal" No. 9

A definitive article on Yealmpton, many photographs with descriptive captions, OS Map, etc.. A former signalman describes a day in the box at Monmouth [Troy], includes photographs and track diagram. The 'Earls' at work has photographs and allocation details. Modern Minks gives prototype information, plans and photographs of GWR 17'6" covered goods wagons.

"Steam Classic" November

Two articles of particular interest to the modeller. Detail photographs and vital statistics of LMS/BR 5XP 'Jubilee' class 4-6-0, Churchward's GWR 'Mogul' 2-6-0. Brief history, allocations, photographs.

"Steam Days" November

Part 1 of a series on GWR viaducts - the West Country - photographs, prototype information, Fowler and Stanier 3P' 2-6-2Ts brief history, allocations, photographs with a lot of modelling detail.



Westlander

by Peter Cokley

Are you sick of the toy train that merely runs around a circle of track?? Are you looking for a real train to operate?? Are you ready for hours of fun?? Well, read on.....

Queensland Railway's WESTLANDER will offer you the chance to model the "big time"! You too can enter the world of the luxury air-conditioned sleeper passenger train...

The WESTLANDER operates Queensland Railway's passenger service on the western line from Brisbane, through Toowoomba, to Quilpie and Cunnamulla. It is part of the fleet of air-conditioned passenger services that the QR has operated since the early 1950's.

Scenery and Buildings

Landscape is simple. It ranges from the mountains of the Great Dividing Range to the flat western plains of the Great Artesian Basin. Don't like mountains; than don't have them!! The mulga plains look great... and are easy to model!

The mountains are mean! Helidon is the town at the foot of the main range upon which Toowoomba resides. The WESTLANDER takes 93 minutes from Helidon for the climb up through the 5 chain / 152 metre radius curved track that threads up through the ridges to Toowoomba. [Knowles 1990 / P.94]

Helidon is 143 metres altitude / 114.5 Km and Toowoomba is 586 metres / 161.2 Km.

As the first hour or so of the journey travels through the sub-tropical suburbs of Brisbane and Ipswich; houses, shops, factories and other suburban vistas are suitable!

The range of station buildings covers just about everything from a major capital city terminal such as Roma Street, Brisbane; all the way down to the other extreme of a wayside mailbox that hungers for the train guard to feed the mail, newspapers and parcels that bring contact with the outside world.

TICKET TO RIDE has an excellent photo of one of these wayside mailboxes beside the WESTLANDER on the Cunnamulla / Charleville section. [Dennis / Rayner P.35]

Distance posts, if modelled, need careful thought. They measure the distance from Brisbane, provided you are east of Toowoomba. WESTLANDER travellers on the Cunnamulla side of Toowoomba will notice the posts don't match the timetable listed distances from Roma Street Station. The posts measure the distance from Toowoomba on the branch line west of Toowoomba.

One station name that might confuse is Roma. Roma is 511 km west of Brisbane. The country rail terminal in Brisbane is called "Roma Street" as it

is located in that street. Roma Street Station is also called the Brisbane Transit Centre. Long distance road coaches also use the Transit centre.

Rolling Stock

Rolling stock is very straight forward. Passenger cars, as well as freight wagons, are needed... and are used on the one train!

The typical consist for the WESTLANDER is a power car, first and economy class [composite] sleepers, Food Bar car, sitting cars and brake / guards van. All the consist is painted in the traditional QR blue, cream and gold livery.

The WESTLANDER cars are part of the QR standard long distance fleet. Some are also interchangeable with the other trains. The Power car used on the WESTLANDER that departed Brisbane 21/6/93 had previously been photographed at Gordonvale on a train heading into nearby Cairns.

Other members of the fleet include; the SUNLANDER between Brisbane and Cairns; the MIDLANDER between Rockhampton and Winton; the INLANDER between Townsville and Mt Isa; the CAPRICORNIAN between Brisbane and Rockhampton; as well as the QUEENSLANDER, the deluxe version of the SUNLANDER. The QUEENSLANDER was introduced in 1986. It also has a special livery. Sometimes all these trains are referred to as the 'LANDER trains. November 19th, 1993 saw the MIDLANDER and CAPRICORNIAN replaced by the SPIRIT OF THE OUTBACK. This service, using refurbished deluxe rolling stock as well as motorail facilities, operates from Brisbane. It only operates as far as Longreach.

A full list of QR's air conditioned passenger country rolling stock, with brief individual histories, can be found in SUNSHINE EXPRESS [SE] April 1991, P.370-374, May 1991, P.17- 18. The internal arrangements and construction details are found in Eric Adam's article as listed in the references at the end of this article.

Extra freight vehicles, not painted in matching paintwork, can be attached to the WESTLANDER as required. These could include refrigerated/insulated vans of the general "R" variety and louvre vans such as members of the QLX type.

Some QLX vans were especially fitted for passenger services and coded QLXP, as well as being painted in blue, cream and gold to match the passenger vehicles.

The WESTLANDER has a Food Bar car instead of a full dining car as found

on the SUNLANDER. Food Bar cars have the trailing end fitted with a kitchen and serving area as well as benches and stools for 10 diners.

A full meal is available in these Food Bar Cars. The range covers the usual steak and vegetables; mixed grills; chicken salads; desserts, as well as takeaways.

The Food Bar car is divided by a partition. Forward of this is normal passenger space for sitting passengers. These cars have a split window level. The kitchen / food end windows are at a higher level than the other end of the car. [photo; SE April 1991 / P.371]

At Charleville, the WESTLANDER engages in some interesting shunting to produce an offspring.... the FLYING FLEA. This services the Quilpie branch which diverts at a junction called Westgate. Now, what else would you call the junction at the gateway to the far western portion of the journey??? A note of warning; the term FLYING FLEA is only a widely used nickname, the QR merely refers to it as the Quilpie connection.

Each portion of the train which is split at Charleville usually includes a composite first and economy sleeper car as well as a sifter car. The Food Bar car travels to Cunnamulla.

As the power car stays with the main train all the way to Cunnamulla, an extra power unit is attached to the Quilpie train. This is a container wagon loaded with a "normal freight container". At least it looks normal... unless you wonder about the heavy duty power cables that snake out of it! The container actually is fitted with an electrical generator and there are plug-in sockets at the end of the wagon. These sockets match the fittings on the end of the passenger cars.

The power pack container is coded QRPC while the container wagon is coded PYCR. The containers are painted blue and white.

A similar power unit is attached to the daylight tour train, the SUNSHINE RAIL EXPERIENCE, that travels the Sunshine Route along the coast to Cairns. [Photos; SE Jan 1991 / P.278 and Feb 1993 / P.314]

An earlier power unit was a converted CMIS refrigerated wagon. [Kerr 1990 / P.175] This unit, MPR 1754, along with several other WESTLANDER carriages, was written off in 1988 after the tragic Bindango derailment on 6-11-87. [SE APRIL 1991 / P.370 374] Bindango is about 48 km west of Roma.

The QUEENSLANDER deluxe train can appear on the WESTLANDER model layout. On Wednesday 23/06/93, the

WESTLANDER returned to Roma Street station's platform #3. Meanwhile, over on platform #2, the QUEENSLANDER from Cairns was terminating after its 1681 km odyssey.

Rolling Stock Samples

Departing Roma St 16/04/87:

DEL 1527+2412, MPC/B 1755, MCS 1535, MAL/F 1527, MBL 1506, MCS 1469 [Quilpie], MCL 1502 [Quilpie], MMV 1439 and 6 x QLXP. [SE June 87 / P.54]

Departing Roma St 11/01/88:

DEL 2131, MPC/C 1436, MCL 1524, 1502, MDC 1462, MCS 1470, 1466, MMV 1445, 2x R, 5x QLX, COP 32354 marked "ROMA ST - CHARLEVILLE WESTRAK FREIGHT SERVICE ONLY" [15 VEHICLES] [SE FEB 1988 / P.323]

Departing Roma St 11/07/88:

DEL 2180A, MPC/C 1436, MCL 1524, MDC 1462, MCS 1469, MCL 1502, MCS 1535, MMV 1440, 2x R vans, 6x QLX/P, CO 32354, 5x QLX/P.

On 11/08/88, as above, except QUEENSLANDER car MAS 1493 replaced MCS 1469 and DEL 2181A was the locomotive. [SE OCT 88 / P.190] MAS 1493 could have been in the QUEENSLANDER livery.

Codes: DEL / Diesel electric locomotive; DEL 2180A The "A" code locomotives were built as 96 tons for coal line use, but later lightened for general mainline use; MPC/B power van; MCS composite sleepers; MAL/F Food Bar car; MBL sitter; MCL sitter; MMV brake van; MDC dining car; MAS first sleeper;

Departing Roma St 21/06/93:

DEL 1550D+1760D, 4x R vans, power car 1451, sitting car 1520, Food Bar 1523, composite sleepers 1466 and 1484, sitter 1512, brake van 1443, 10x vans such as COP & QLX types. DEL 1754D and 1752D took over at Roma. At Cunnamulla the consist was DEL 1754D, 3x QLX, power car, sitter, Food Bar car, composite sleeper 1466, brake van, 1x R van.

Timetable

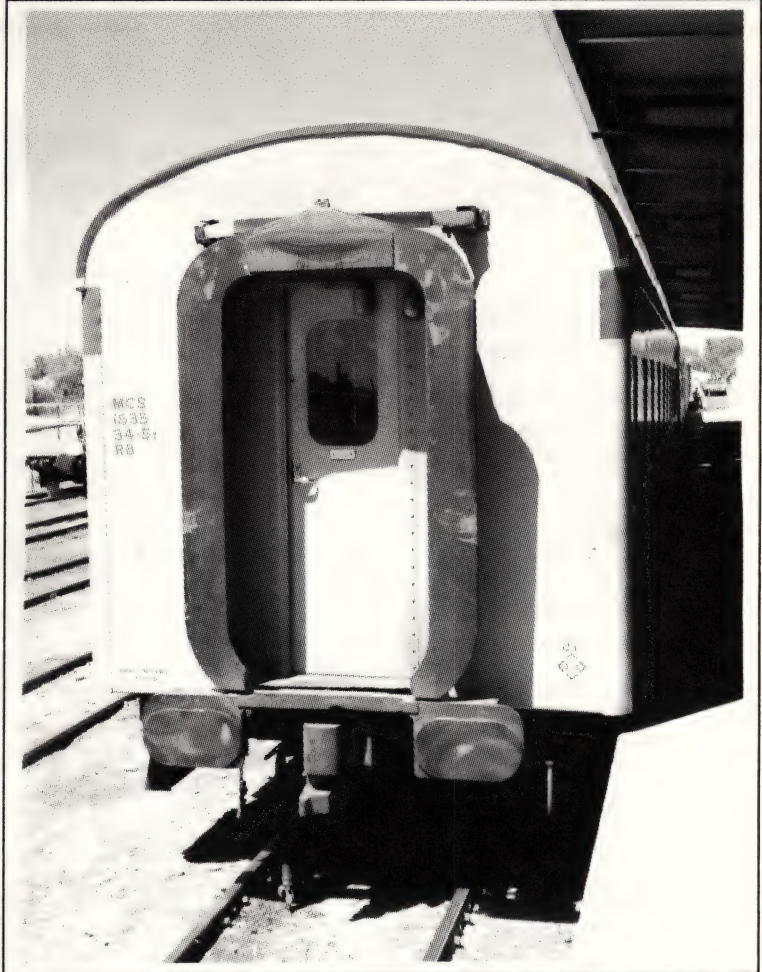
The 1984 timetable [P.68-70] had the WESTLANDER departing Roma Street Station on Tuesdays and Fridays at 7:00 pm. Toowoomba was reached at 10:36 pm after the Helidon stop at 9:03 pm.

After the parcel traffic was attended to, the train departed Toowoomba at 11.00 pm. After travelling through the night and servicing the towns along the line, it arrived in Roma [511 Km from Roma Street] at 6:04 am. Here the mainline locomotives were swapped for two light line 60 tonner locomotives and departed at 6:29 am. Charleville [777 Km from Roma Street] was reached at 11:55 am.

Top
End detail of MCS 1535 during Charleville shunting. Photo date: 1-1-91.

Right

WESTLANDER at Charleville showing Power Car 1432. Photo date: 1-1-91.



As described earlier, the FLYING FLEA is formed here. It departed for Quilpie at 1:12 pm. An on time arrival at Quilpie [998 Km from Roma Street] was 5:40 pm.

Departure from Quilpie was Thursday / Sunday at 7:15 am with arrival back at Charleville at 11:40 am.

The WESTLANDER carriages that remained after the FLYING FLEA was cut off, departed for Cunnamulla at 12:40 pm.

While the train was in Charleville, local mail and parcels were loaded.

As the train came to each mailbox, items were dropped off. The owners would collect them later, as well as leave any mail etc that



the return train would collect.

Cunnamulla was reached at 5:04 pm, where, after the passenger portion was unloaded, the freight portion was shunted off. The passenger rolling stock was shunted over onto the triangle to be turned ready for departure. The triangle was long enough for the complete train to be turned as a single unit.

The return WESTLANDER left Cunnamulla at 7:40 am on Thursdays and Sundays to arrive at Charleville at 12:10 pm. After the FLYING FLEA was reunited with the main train, departure was 12:35 pm. Roma was reached at 6:32 pm. After the light line locomotives were swapped for the main line locomotives, departure was 6:52 pm.

Toowoomba saw the train from 2:04 to 2:26 am. From here it travelled down to the coastal plains to terminate at Roma Street Station at 6:00 am Mondays and Fridays.

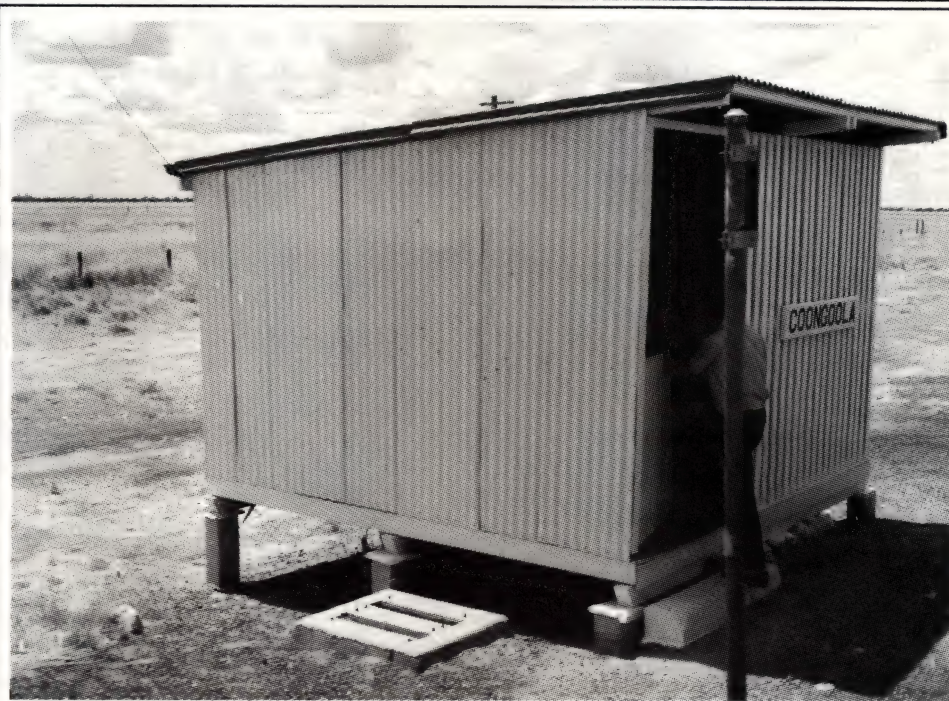
By 1992 the over-night stay at the terminus had been eliminated. Roma Street was farewelled at 7:00 pm on Mondays and Thursdays and Cunnamulla was greeted at 4:30 pm the next afternoon. It was also farewelled two and a half hours later. In that time the train received the attention of a vacuum cleaner and the beds are made up, as well as the shunting required to turn and rearrange the rolling stock.

Roma Street Station saw the return WESTLANDER roll in on Wednesdays

Top: Guard delivering mail at Coongoola, 920 Km from Roma Street. Date; 1-1-91.

Centre: Wyandra. Date; 1-1-91

Bottom: Food Bar car 1523 with split window level. The section nearest the camera with the higher level windows is the kitchen and dining area. Location; Wyandra, 874 Km from Roma Street. Date: 1-1-91



and Saturdays at 3:20 pm. The heavy duty locomotives still [1993] did not work west of Roma.

The FLYING FLEA'S 1992 timetable had the train in Quilpie from 5:15 pm to 6:15 pm.

Roma was 5:40 / 6:16 am westbound and 4:40 / 4:55 am eastbound [1992 timetable]. One result of this is the chance to observe the total line in daylight. What you miss westbound, can be seen on the eastbound trip.

Motive Power

The WESTLANDER usually departs Roma St, Brisbane, hauled by a mainline locomotive. Sometimes, depending on the load, it has a second locomotive. This could be either another 90 tonne mainline unit or a 60 tonne branchline unit. As Roma is the present [1993] end of the track suitable for mainline locomotives, lighter 60 tonne units operate west of Roma. Two units of this type haul the train west of Roma.

At Charleville, the train is divided, with each of the 60 tonne locomotives hauling its own section to Quilpie or Cunnamulla.

Locomotive types used from Brisbane generally reflected what was modern at the time. Armstrong's article [1971] supplies dates that various types entered service. Clark's diesel pocketbook [1973] has a similar listing. The WESTLANDER'S mainline locomotive is not always the most modern. The eastbound WESTLANDER on Wednesday 23/6/93 was hauled by 1516. This Clyde GM G-22C type was first introduced in 1967. [Clark P.78]. This train left Brisbane 21/6/93 hauled by 1550D and 1760D. The "D" indicating both units had been modified for "Driver Only Operation" [DOO]. This means only one person in the cabin over approved tracks. Both units were also in the new "Corporate" colours of Maroon and Yellow.

Another example was the WESTLANDER departing Brisbane 31/12/90. Locomotives were 2201D and 2214D, both in the traditional blue and white. 2214D also hauled the eastbound return train.

2201D and 2214D are Clyde GM GL-26C units fitted with the V-16 645E diesel. This is the same as fitted to the

NSW 422 class and later series Victorian X class locomotives. [Armstrong 1971 / P.254]. These units are also the second diesel electric type to carry the 2200 road numbers. The original 2200 units were moved into the 2141 / 2148 block.

When the first WESTLANDER departed Brisbane August 24, 1954, [Kerr 1990 / P.175], the QR had no branch line diesel electric locomotives. C17 steamers usually hauled the train west of Roma, with PB15 units beyond Charleville. The first train was hauled by a C17 attached to a PB15, on some sections west of Roma. [HILLS 1988 / p.64; KNOWLES 1990 / p.91-94.]

The branch line diesel electric locomotives generally have been from a small group. The early units were the Walkers of Maryborough built 1170 class [Armstrong 1971 / P.226]. The first of these did not leave the builder's workshops until 1956. The English Electric 1600 class replaced them after December 1962. [Milne 1990 / P.131]. These were later replaced by the Clyde GM GL-8C 1700 class and GL-18C 1720 class units.

By 1993, plans were made for the Roma / Charleville section to be upgraded to mainline standard.

Shunting engines cover everything. Mainline power is sometimes used. Branch line units can also be used. One early shunting tractor was a road vehicle with rail wheels added. It also was fitted with a small crane.

A new shunter is the Linmac RRS class. The first delivery [#29] was in 1992. RRS 37 was in Charleville 22/6/93. These units are road vehicles fitted with both rubber tyres and rail wheels.

If you like the smell of coal smoke, select a modelling time period before the mid 1960's. If diesels are your delight; model a later time period. Sick of making decisions? Why not pick the change over from steam to diesel.

Creative Operations

Who said Model Railways had to be exact copies of real railways??? Some creative modellers have given birth to railways that never existed in real life; only to find that the Government later goes and builds a real line in that location!

Queensland Parliament once approved a major line that linked Quilpie in the south with Camooweal in the far north west. Towns linked included Eromanga, Windorah and Springvale. A map can be studied in Kerr's TRIUMPH OF NARROW GAUGE, P.234.

As the WESTLANDER connection goes to Quilpie, why not model the route all the way north to Camooweal? Actually, QANTAS started its passenger services flying along a similar north south pattern.

The QANTAS aircraft went from Charleville to Cloncurry, with a later connection to Camooweal. Perhaps the pilots saw potential that the QR was not interested in?

Standard Gauge

Southern politicians and engineers have often wanted to convert Queensland to standard gauge. [Kerr 1990 / P.165-167] Had this happened, readers with their Lima model Goodwin Alco 44 class or AR Kit 45 class, could couple up to the WESTLANDER at Roma Street station and haul the train all the way to Roma. Powerline models of 48 class could take over for the trip to Cunnamulla and Quilpie.

Adventurous model loco roster clerks might even use Powerline or AR Kit 81 class on the journey. If the line to Camooweal was built, why not use an Australian National [Powerline] BL class.

Be daring; have Camooweal as the crew change on the line to Darwin, NT! Perhaps, if you can stop laughing for just one moment, consider locating the previous crew change points at Quilpie [QLD] as well as Bourke or Dubbo [NSW]!! Why not!!!

In real life, NSW locos can be operated on the layout next to the QR WESTLANDER. Since the new Transit Centre was opened in June 1986, NSW trains have used the Roma Street terminal.

The island platform that the WESTLANDER departs from has standard gauge on the southern face. Before the loco hauled BRISBANE LIMITED changed to the XPT in 1990, it departed daily in the afternoon. A late running NSW train could, perhaps, be still at the platform when the QR WESTLANDER was ready for its own

REFERENCES / FURTHER READINGS / CONTACT ADDRESSES:

- BULLETIN; Monthly journal of the AUSTRALIAN RAILWAY HISTORICAL SOCIETY [ARHS] [Photocopied back copies available from ARHS ARCHIVES, PO BOX 345, TOONGABBIE, NSW, 2146]
 ARHS / NSW enquiries; PO BOX E129, St James, NSW 2000.
 SUNSHINE EXPRESS; [SE], Monthly journal of ARHS [QLD] GPO Box 682, Brisbane QLD 4001
 QUEENSLAND RAILWAYS HISTORICAL CENTRE, PO BOX 88, IPSWICH, QLD, 4305. Phone [07] 280 5388. Located at THE TERRACE, NORTH IPSWICH. This unit of the Queensland Railways covers the railway archives and historical collection.
 ADAM Eric; THE DESIGN AND CONSTRUCTION OF THE QUEENSLAND GOVERNMENT RAILWAYS AIR-CONDITIONED SUNLANDERS AND INLANDERS IN THE 1950'S, ARHS BULLETIN, January 1988, P.2-19
 ARMSTRONG John, QUEENSLAND LOCOMOTIVE AND OPERATING DEVELOPMENT 1950-1970, ARHS BULLETIN, October / November 1971, P.217-233, P.243-255.
 CLARK Peter J; AN AUSTRALIAN DIESEL LOCOMOTIVE POCKETBOOK, ARHS NSW Division, Sydney, 1973
 DENNIS Anthony & RAYNER Michael; TICKET TO RIDE, SIMON & SCHUSTER, Brookvale, NSW, 1989
 HILLS Ernest D.; LINKS, Published by J.W.KNOWLES, North Quay, QLD 1988
 KERR John; TRIUMPH OF NARROW GAUGE, Boolarong Publications, Bowen Hills, QLD 1990
 KNOWLES John W.; Letter in ARHS BULLETIN, April 1990, P.91-94
 MILNE Rod; THE USE OF THE 1600 CLASS DIESELS IN THE SOUTH WEST, ARHS BULLETIN, June 1990, P.131-135.

It Occurs to Me

by R T. Blodkin

I recently had the good fortune to pay a visit to the old country which, as everybody knows is the birthplace of railways as we know them. I think that there is, arguably, reason to believe that model railways had their beginning there as well.

While there I took the opportunity to look in on a couple of Model Railway Exhibitions. Not your big, flash, well advertised organisations presented by the big name clubs. The first was at Mickleover near Derby in the Midlands. A small, nicely presented show in a local community hall, it featured ten layouts, two demonstration stands, a club "swap" shop and second hand stall and only three trade stands. The second was at the Essex town of Colchester at the Community Institute. A bit bigger than the first, it had twenty five layouts, twelve trade stands, five from various preservation bodies, two demos and three examples of live steam from the local S.M. & E.E.

Both shows were extremely friendly. Nobody was too busy to talk to a "Colonial". In fact, I had to answer a few curly questions about Australian trains and railway modelling. These shows proved that all from N to G and various combinations, like 0/16.5 etc. are

alive and well in the U.K.

Now to my point - the traditional terminus to fiddle yard was prominent. One very specialised version, an M.P.D. to fiddle yard (in gauge O!!). All diesel, the only vehicles other than locos were oil tankers. In passing, 0 models of B.R. Classes 37 and 47 are awe inspiring. One can only imagine what sort of train they would be capable of shifting, especially those with a motor in each bogie!

But to return to my point - the terminus-fiddle yard type layout seems to be looked down on here, in my experience, as something slightly inferior. This is just not true and anyone who sticks to that attitude is not being fair.

Anyone with a reasonable grasp of B.R. (and predecessors) branch lines will appreciate what a tremendous variety of traffic and rolling stock was worked over them. Some had specific industries to serve. This dedicated traffic would be mixed with the wide variety of all other freight that would go in and out of country towns. In the passenger sphere, many towns on country branches, especially at holiday times, enjoyed through main line coaches from the big smoke. (It may be mentioned also, that certain branches in the south had, in the holiday seasons, in the Saturday timetables, their through coaches replaced by whole trains).

So - it stands out that a terminus-

fiddle yard layout need not be dull or lack variety. In fact, boredom would never enter into it. Furthermore, some branch termini were not blessed with extensive track arrangements. So, if the local freight had more than a few wagons to deliver and/or collect, the shunting puzzles could be very thought provoking.

A terminus-fiddle yard set-up would not take up a lot of room. That is the very reason for its popularity in a land of smaller houses with smaller rooms than we are used to and where there is not room under such as in Queensland and one or two other places. It would not cost as much to construct and equip up to running order. It also has that facility for detail scenic modelling around to convey the small town atmosphere as compared with the wide open spaces of country Australia normally depicted with continuous runs. As well, more and varied talents could be exercised to produce such scenery.

I would like to see more interest taken in the smaller and more compact type of layout. I am sure anyone who tries one and is serious in the attempt would not be disappointed. Is there anyone out there willing to give it a go?

Admittedly, this supposes a willingness to model B.R. instead of Oz. So what as far as I can see more people follow U.S. prototype than local anyway. Give a pommie branch a chance.

Continued from previous page

departure.

The BRISBANE LIMITED had a motorail service, so why not have a motorail shunter on the model layout as well. Walkers 73 class could be used, as well as 45 or 48 class locomotives.

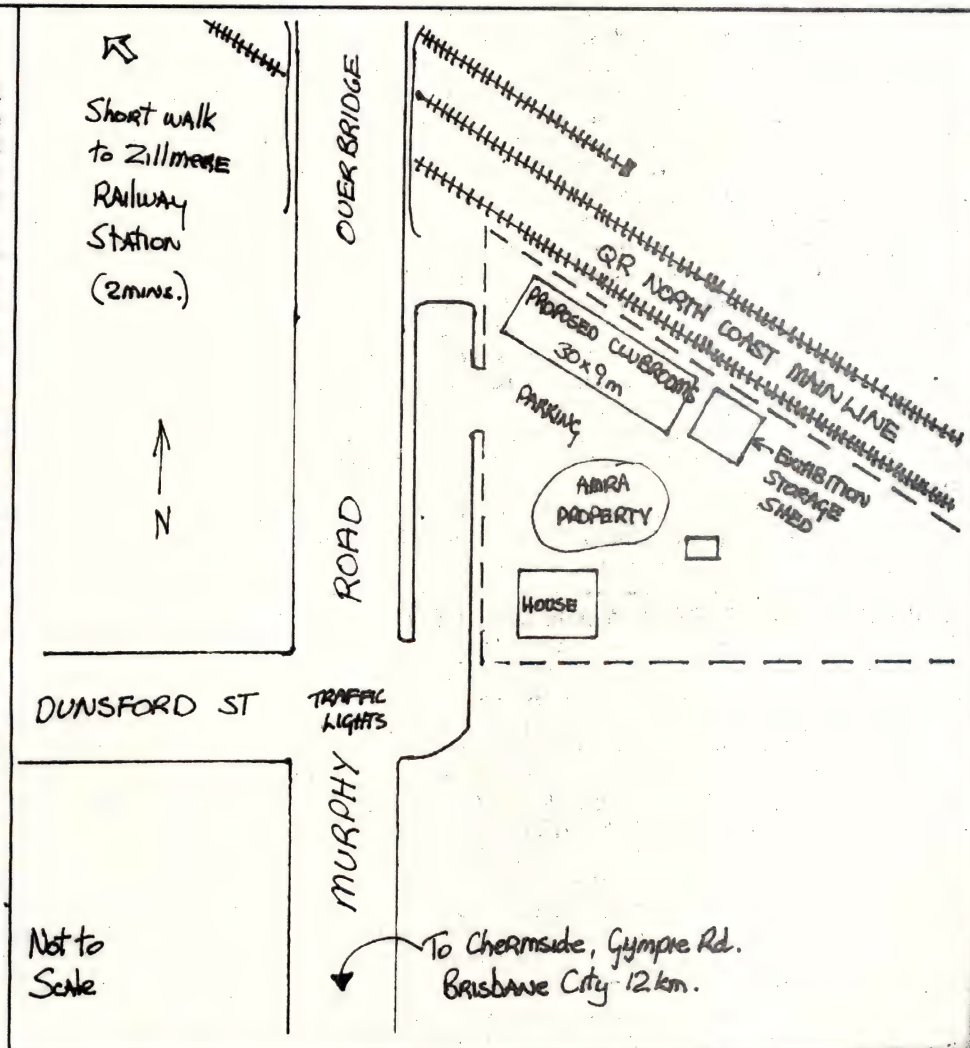
The LIMITED had Alco mainline power, usually with more than one loco. 44237 lead 4522 on the southbound LIMITED out through Brisbane's southern suburbs 26/1/90. 80 class units were also to be seen at the head of the train. Twin 44 class units, as well as 442 class units, were used on many trips.

Steamer 3801 has made some trips to Brisbane in recent years. One of these was with the FLYING SCOTSMAN. Try modelling these on the same Roma Street island platform as the WESTLANDER.

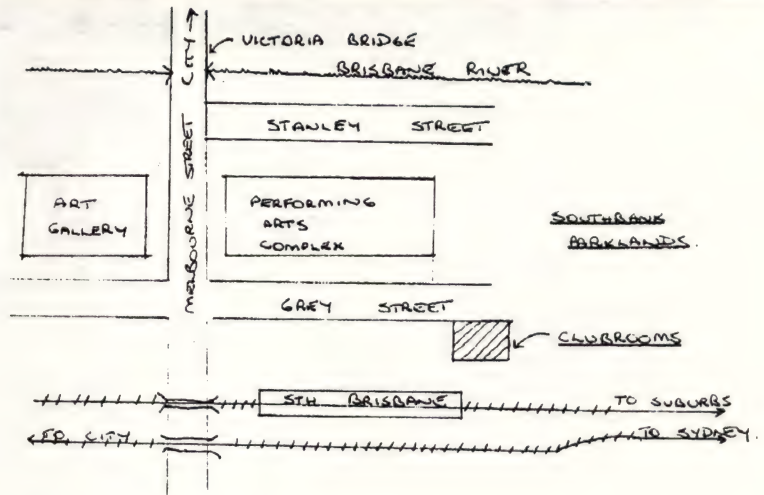
Conclusion

If you really want the "Number One Best Method" for modelling this train, you really have only one choice!! Buy a ticket and ride the real train. Take along your notebook and camera.

Build the WESTLANDER model and watch it work its way through your club's layout. Sit back and relax!! You'll have a "smile on your dial" so big that you'll need a case of lemons to shift it!!



STATE NEWS



From the Blastpipe

Well, everything is still in the balance when I am writing this and we are all holding our breath. Hopefully in the next few days Brisbane City Council will have approved our land use consent application and construction of the new branch clubrooms can commence. By the time you will be reading this Presidents Piece we should be very close to moving. See the location map on the opposite page.

Fortunately the Q.R. has given us an extra 30 days on our lease so we don't have to be vacated until April 30th.

As has been said before, the best way to find out what is happening in the branch is to come in and ask or phone myself or one of the other committee people. When we finally do move we will need all hands on deck for a couple of weekends, so please make some time available if you can and come give us some help.

Just around the corner also is the Model Railway Show so make sure you've removed everything else from your diary on the Labour Day Weekend and put

Speeding out from under the Road Overbridge, we see the Branch property on the right. The site for the new 30 x 9m clubrooms is along the railway fence, between the tree on the right and the steel shed on the left, this shed used to store Exhibition fencing and equipment.

Photo S. Malone

A.M.R.A.Show in it's place. It looks like we might be getting some more effective media exposure this year so hopefully it will be a big one. Make sure you come along to help out wherever you can (that way you also get into the show for nothing. Shopping sprees will definitely be encouraged but will not be A.M.R.A. subsidised!).

Don't forget, A.M.R.A. will need you more than ever before over the next few months so please show your support for the most important event in our clubs history by helping out in any way you can. Only by a team effort can everything go smoothly.

Tony Weber
Branch President.

Branch Monthly Gatherings

No gathering was held in December. The January Gathering was well attended despite the wet weather. The Management Committee reported

about progress with the new Clubrooms, however no written approval has been received from the Brisbane City Council at that time, although the signs were that there were no problems. A full and informative report was presented about our 1994 exhibition which is shaping up to be a very interesting and full exhibition. Our entertainment for the evening was the Annual Diorama/Module competition-exposition which presented some interesting entries. These were:

JOHN LEES presented a small station scene in HO scale based on QR practise. It included a double track main line with platforms, finely detailed footbridge and 25KV overhead.

JIM FAINGES presented a street scene from a town like Rosewood. Modelled in O scale, some very detailed buildings, included the local pub. The buildings are small modules them-



selves which drop into the baseboard allowing easy access for construction and detailing as well as removal for safe layout transportation.

STEVE COLCROFT displayed a scene of a preserved HO scale QR C17 4-8-0 steam locomotive preserved in a park scene. He had some expert assistance from his daughter LARE~ who helped with design and fine detailing. The park was named 'Keith Wilcox Memorial Park' in honour of a Late AMRA member and Federal President.

TED WARD did not disappoint us with a workshop scene, a two track workshop building with English style trusses. Ted detailed the construction methods and the tools used, which he demonstrated.

Steve Malone brought along an old trestle bridge module built almost 20 years ago for an AMRA display at the annual Redbank steam loco museum field day, back in the old days when there used to be a steam loco museum at Redbank. Since then, the module has been used for photographic purposes.

By popular vote, the most popular segment was JOHN LEES and his station scene.

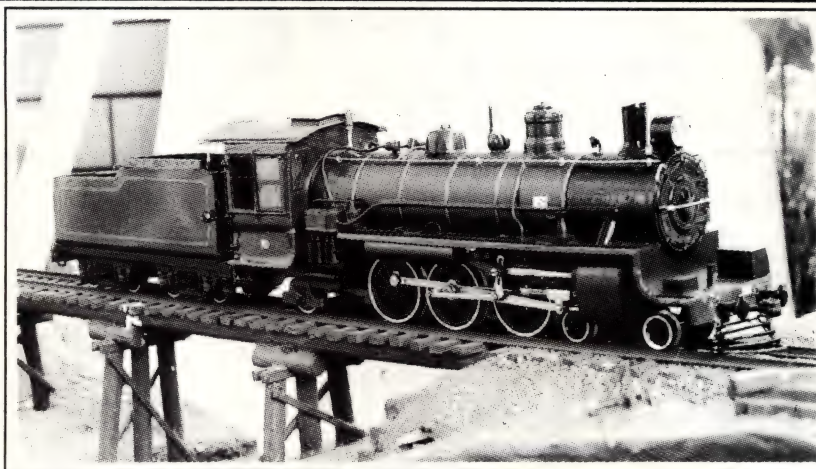
The Annual Modelling Competition which was to be held last November was again put off due to lack of entries and lack of time. Thank you to all members who entered modules and models.

Library News

Special Thanks to Barry Petersen for the donation of recent 'Trains' magazines. The Branch now subscribes to the 'Light Railways' magazines, these proving popular the many Narrow Gauge modellers in our membership.

Clubroom Layout News

At the moment the layout has performed well in the running sessions during December, January and February. The Mid week meetings on Tuesdays were held on every Tuesday and are proving popular. A third trial control panel is in place, the main advan-



A typical Sn3 1/2 QR B18 1/4 loco built on a Lima C38 chassis. Photo S. Malone

tage with this third concept is the separation of the Up and Down lines allowing two Operators to manage the panel, making four train operation an easier task. Our aim is to making the layout as user friendly as possible, without making it too easy.

The last running day is planned for the first Saturday in March, after which dismantling will start.

Ideas for modifications to the layout continue to come in and be discussed, it looks that the layout will be lot more interesting in the new location.

Other Layout News

Ian McFarlane offered us his finescale HO layout to the branch for a very good price. We have obtained the layout and we will look into the possibility of modifying it for exhibition use at a later date.

Special Zillmere Working Bee

On the second Saturday in February we met at our property to work on our Exhibition equipment and fencing. A most productive occasion, thanks to all who were present.

Branch Timetable

As you may be aware, A Branch Timetable is still difficult to compile due to the uncertain issues which the Branch has no control over. The Branch will still most likely meet on the 2nd and 4th Thursday evenings and the 1st, 3rd and 5th Saturday afternoons. During April, we hope the Clubroom building will be in progress, the packing up at the South Brisbane clubrooms will be completed, and maybe we do the interior painting of the clubrooms, hopefully being able to move in before our show.

Remember our Annual Model Railway Exhibition, see attached leaflet. We will need your help on Thursday evening 28th April to transport fencing and equipment from Zillmere to the RNA.

On Friday 29th we will need help to set up the show, in particular, the erection of the fencing around 7pm.

As well it will be all hands on deck for the show pull down from 5.30pm on Monday 2nd May. Your help will also be needed during the show weekend.

The Branch's 40th Anniversary is later in May so hopefully some event will be staged in the new Clubrooms.



On the first day in 1994, the QR ran some steam hauled suburban trains on the Petrie line with the C17 4-8-0 loco No 974. In this scene we are entering the Northside station of Zillmere, near to where the new Queensland Branch Clubrooms are to be built. We are arriving on the Up (inbound) platform, the outbound track to Cairns on the right. A wired relief is on the left plus two roads for goods workings. The Branch property is on the other side of the road overbridge in the distance.

Photo S. Malone

Fortieth Anniversary Exhibition

Although the branch celebrated a fortieth anniversary in 1989, marking its heritage through the Brisbane Model Railway Club, 1994 is the fortieth anniversary of A.M.R.A. Queensland in its own right. The inaugural meeting was held on 16th May 1954, becoming the first state branch outside Victoria. It is intended to promote the 1994 exhibition on the anniversary theme. The name also has been changed to 'The Brisbane Miniature Train Show'. The date is, as usual, the Queensland Labour Day long weekend, Saturday 30th April to Monday 2nd May.

A severe drop in attendance in 1993 has prompted the committee to engage the services of a firm of media consultants. Not having the correct contacts our own attempts to solicit interest from the media are a somewhat hit or miss affair. It is anticipated that our consultants will be able to secure interviews and promotion spots on TV, radio, press etc, to attract the casual patron. Exhibitions, being a bit thin on the ground in South-East Queensland, the attendance of enthusiasts is assured and is reflected in our surveys.

The committee has declined suggestions by several exhibitors to hire additional space because of the costs involved. As in previous years, the show

will be held in the R.N.A. Horticultural Pavilion and the adjacent Building No.9. Unfortunately, the result of this decision has been the necessity to decline a number of offered exhibits to meet the available floor space. There will be a number of new exhibitors, both layout and trade. Several established exhibits have declined our invitation including 'Wingham', 'North of the Border', and 'Running Creek'. There will be however an equal number of new stands to take their places. At the time of writing it is anticipated that exhibits will total 60.

Layouts will include a large number of N gauge, mainly of U.S.A. prototype, three club layouts being of the modular format. Included is a British N by Martin Astle of Sydney, something we have not had for several years.

All popular scales and gauges are represented. British Railway Modellers will provide a new 00 layout, Jim Trueman his N.S.W., Alan Collingwood his European. Tom Carter will display his vintage Tri-ang TT, absent for several years, Vince and Gladys Ford their layout featuring a working carnival, this year with a new roller coaster. The Fords are always popular with both adults and children. Narrow gauge will be presented by Greg Stephenson in HOn2½, Ron Fox's 'Woombye' in HOn3½, and Steve Malone's On2 'Canetoad Gully' depicting sugar mill tramways. Paul Jenkins will display

his collection of trams, photos and associated memorabilia.

The rail enthusiast and preservation scene is represented by the regular local groups including A.R.H.S., Narrow Gauge Museum and the Pioneer Steam Railway. Model engineering groups taking part are the Queensland Society of Model Engineers and Brisbane Live Steamers. A.M.R.A. will have its usual demonstration stand while the Union Pacific club will construct a layout on site from go to whoa. An interesting addition will be a selection of water colour paintings of old Q.R. stations by artist Janet Skinner. The complete collection will be displayed at a gallery showing in May.

The show includes many retailers from S.E.Q. Additionally this year will be AR Kits, Powerline, Lloyds, Train World (books), Linic Proops (tools) Chivers Finelines U.K. (kits).

The committee would appreciate the assistance of members in staffing the show. Roster requests will be posted out in March/April together with a communique from the C.O.M. Jobs include the transfer of fencing to and from Zillmere, its erection and dismantling, canteen, lunch preparation and distribution, doors, raffle/demo, info stand etc.

Jim Christie

Secretary, Exhibition Committee.



General News

January 1994 Meeting

Consisted of an evening running session of the Club layout, with no competitions.

February Meeting Items for Display

Bill McKenzie, Jnr - Range of G gauge tramcars; some made by LGB & Bachman and some scratchbuilt.

Model of Paris (France) bus by Hella Kits & Monaco fire truck.

Peter Ogier- Mouldings and castings of LGB tunnel mouths and other structures.

Ron Watson- G gauge model of 'Little Yarra' steam loco of the Poweltown Timber Tramway.

G gauge model of an Austro / Hungarian 0-2-2 steam powered freight loco and car.

Competition Winners

Model-Kit	- A McKenna	- N S W R
FHG Guards Van	-	83 points
Photo-Slide	- I McKenna	- Gangers
Trolley VR K189	-	90 points
Print	- S Westerman	- NSW gangers
trolley at Picton	-	89 points

Agenda Item

Consisted of a 'Show & Tell' of members models running on the Club layout.

G Brown: Trainorama VLx vans in VR / V-Line livery hauled by a V-Line N class DE loco by PSM.

J Reeves: Proto 2000 BL2 & 2 x FA DE locos in Western Maryland livery.

J Gardner: Restored 1962 Fleishman 2-8-4T steam loco with lights and smoke hauling a collection of European coaches (including Lilliput CIWL and a Russian CZD sleeping coach).

B Westerman: UK ore train of a number of Lima wagons hauled by Class 56 Mainline BR blue DE loco and Class 6D Lima Rail freight DE loco.

S Westerman: Twin Atlas Roco F class locos hauling an Athearn baggage coach and a number of Rivarossi coaches, all in Atlantic Coast Line livery.

A Millar: Berga NSW CPH Rail Motor.

R Pearson: United Scale Models Vulcan Duplex articulated 0-4-4-0

steam loco hauling a string of Athearn ore wagons and a Rivarossi "Bobber" 4-wheel caboose.

General Notes

Bendigo Exhibition

The Branch is now not participating in the 1994 Exhibition which is held over Easter.

Ballarat Exhibition

It is possible that Wills Street layout will be exhibited at the 1994 Exhibition held over the long weekend in June.

Great Wall of Glen Iris

The stonework has been completed and only tidying up and planting of shrubs, creepers, etc remain to be done.

The President of the LGB Associated (Bill McKenzie, Jnr) presented a plaque to Jack Treseder in appreciation of his work and that of other members in completing this wall.

Ladies Night

Will be held at South Melbourne (details available at Camberwell Exhibition). The cost is approximately \$30, BYO for members. While the ladies who work at Camberwell Exhibition preparing meals, etc can attend free of charge.

Conventions / Clinics, etc

The Branch wishes to compile a list of members who are able and willing to conduct clinics, demos, etc.

Vale

Fyfe Thorpe has notified the Branch of the death of long time member Doug Lee last October 1993.

Thanks from Bob Marsden

To all those who expressed good wishes for a speedy recovery from my sojourn in hospital in January 1994 suffering from a blood clot.

Library Notes

The Light Railway Research Society of Australia has to its credit some very impressive publications, and their latest, **Settlers and Sawmillers**, by Mike McCarthy, is one of their nicest. It's a handsome A4, with quite beautiful photographic endpapers, lavishly illustrated with photos, diagrams and ink drawings. His previous books were on the sawmills and tramways of Gembrook and Erica, and this describes those of West Gippsland. Fascinating stuff.

The Tasmanian Main Line Railway was begun in 1872, after lobbying that began as far back as 1855. It ran (eventually) from Hobart to Launceston, but even before the linkage had occurred, its initials had been expanded to form a nick-name, **"Too Many Loose Rails"**. And this is the title of a history of the line, by Brian Chamberlain, self-published as a nicely-designed soft-covered A4.

Construction began tragically. Not enough railway navvies could be recruited, so a ship was chartered to bring out some 350, many with wives and children. While anchored off Dover, the ship was run down, and over 300 died!

Farce is close to tragedy, and farce reigned from here on. Daily derailments, breakdowns, failures (one lovely account was of a loco being hauled, backwards and forwards along the same length of track by a team of horses, in an attempt to start it), bridge collapses were the part of the railway until 1890, when the Government bought the company out, and started virtually rebuilding the line. Apparently not well enough. It is claimed that when ANR took it over, the transit time was virtually the same as in the late 19th Century.

The story is interesting, but the author has chosen to tell it in strict chronological order, fact by fact, relevant, interesting or not, which makes it hard to read, and impossible to refer to. What is the mysterious third rail which turns up every now and then in the story? But there are plenty of photos, diagrams and even timetables.

Clang, Clang, Clang. Cable-trams perhaps? Partly right, as it's the title of a new book by Marc Fiddian, subtitled *A study of Melbourne's tramways*. It's neat, well-written and very well illustrated, unusually laid-out in an unusual size. It gives a good, clear and interesting history of Melbourne's trams, horse, cable or electric. Did you know that highwaymen held up and robbed a tram on Riversdale Road? Yes, seriously.

There has lately been a spate of reminiscences by railwaymen, mostly drivers, but there can have been none so lovingly treated by a publisher as Ken Ames' **Reflections of an Engineman**. New South Wales Rail Transport Museum have given him an A4 hardback, beautifully designed and lavishly illustrated. The story is familiar, even some of the locations (Eveleigh, the South Coast, Central West and Blue Mountains of NSW), but it's still good reading, and the photos both relevant and well done.

A gift to be recorded, with thanks, from Stuart Pattison: **The World of Model Trains**, by Patrick Whitehouse and Allen Levy. A good big coffee table book, lavishly illustrated and very browsable. Emphasis decidedly English. And from another, regular donor, Walthers' **The World of HO Scale, 1992**. Always welcome for consultation, but not for loan.

APRIL

8	FRI	1930	European Running Night
10	SUN	1330	Timetable Operation
13	WED	1000	Junior Running Day
14	THU	1000	Daylighters
14	THU	1930	Social Meeting
			Establishing a Timetable on Your Layout, Stuart Westerman
16	SAT	1330	Timetable Operation
16	SAT	1930	Ladies Night
18	MON	1000	Daylighters
28	THU	1000	Daylighters
28	THU	1930	Timetable Operation

General - Era 4/5 (1968 to present)
U.K. prototype
B.Y.O. Train

Model - Standard Categories
Photo - Tender/Bunker first on a train
B.Y.O. train
Venue TBA

U.S.A. prototype (General 1970/1993)

U.S.A. prototype (General)

Dutch - Era 3/4/5 (1945 to present)
B.Y.O. Train

Model - Standard Categories
Photo - Unit Freight Train
B.Y.O. train

U.S.A. prototype (Pre 1950)

MAY

1	SUN	1330	Timetable Operation
2	MON	1000	Daylighters
6	FRI	1930	European Running Night
7	SAT	1000	Junior Running Day
12	THU	1000	Daylighters
12	THU	1930	Social Meeting
			Film Night, John Gardner
14	SAT	1330	Timetable Operation
16	MON	1000	Daylighters
26	THU	1000	Daylighters
26	THU	1930	Timetable Operation
30	MON	1000	Daylighters



Branch Diary

FRIDAY 21/1/94 - MEMBERS' AUDIO/VISUAL NIGHT:

Due to illness our 1993 Annual Dinner Guest, John Stormont, was unable to present his slideshow so 18 members & a guest improvised with a varied program of video and photographs via video camera onto the television screen, a most effective idea which allows one to zoom in on parts of the photo of interest. Glenn Percival opened the evening by showing photos of the official opening of operation by the Sydney Tramway Museum's Royal National Park (ex-SRA) line, via video camera. This was followed by Alan Tonks' video review of Branch visits to various live steam societies in 1993. Studio-produced videos included "A Ride Into History" by Sydney Tramway Museum and "Great Steam Tours (1967-1974)". Glenn returned to show photos of Brisbane Tramway Museum at Ferny Grove. Ralph Wambeek showed photos of live steam, Government Railway's exhibition layout at the Sydney Royal Easter Show, hobby shop display stock and exhibition layouts. -AT

SATURDAY 5/2/94 - BRANCH ANNUAL GENERAL MEETING:

49 members (approx. 18% of the then current membership) attended one of the quickest AGMs in recent times. Perhaps the President's Address answered most of the probable questions?? The composition of the new Committee Of Management (COM) appears following, with President's Address and Layout Subcommittee details next issue. -GP

SATURDAY 19/2/94 - MEMBERS' AUCTION:

44 members (and 2 guests) attended the regular February Auction, once again the first of three this year. An above-average result (in dollar terms) for sellers and the Branch. -GP

FRIDAY 25/2/94 - MODELLING COMPETITION plus JOHN STORMONT:

John's delayed slide presentation, "Signalling for a Model Railway", was rescheduled for tonight to slot around the first modelling competition for the year. By all accounts the presentation

went over well, with plenty of questions and only one nodding off. The competition was won once again by Ross Stell, with a tie for second place between Barry Wilcockson and Bill Cox. C'mon all you modellers out there - give Ross some "competition" and enter the next one on 6th August! But remember, points are awarded for documentation of your model. -GP

AMRA MEMBERSHIP (February)

NSW Branch: 276

Aust. wide: 1018

ATTENDANCE - 1994 TO DATE

Totals: 309 members 27 guests

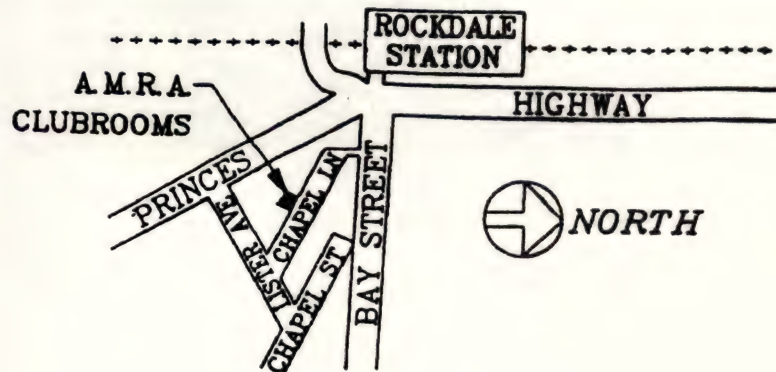
Averages: 28.1 members 2.5 guests

Summary of 1993 Attendance

The following is a very brief summary of attendance at Club functions over the course of last year, which members may find useful in suggesting future events. Full details are available on the foyer notice board at the Club.

The figures given are accurate to +/- last digit, due to rounding errors in my spreadsheet.

Type	No. of	Members Avg	Guests Avg	Total Avg
AUD/VISUAL	7	18.7	1.1	19.9
B-AGM	1	46.0	0.0	46.0
F-AGM	1	31.0	1.0	32.0
AUCTION	3	46.7	4.3	51.0
CLINIC	8	22.5	3.0	25.5
CLINIC/OPS	2	26.0	2.5	28.5
DINNER	1	35.0	17.0	52.0
EXHB PREP	1	19.0	1.0	20.0
EXHB SAT	1	50.0	3.0	53.0
EXHB SUN	1	39.0	3.0	42.0
EXHB MON	1	38.0	4.0	42.0
LOCO COMP	1	31.0	4.0	35.0
MODEL COMP	2	29.0	1.0	30.0
OPEN DAY	3	53.0	216.7	269.7
OPS GEN	10	24.2	2.7	26.9
OPS AMER	2	28.0	2.5	30.5
OPS AUS	2	38.0	3.5	41.5
OPS EURO	2	23.0	1.5	24.5
OPS UK	2	25.5	4.5	30.0
VISIT	6	13.0	3.3	16.3
WORK/OPS	3	34.3	3.3	37.7
XMAS	1	48.0	3.0	51.0
	61	28.0	13.4	41.4



Most Popular by Avg. Total Attendance

269.7	OPEN DAY
53.0	EXHB SAT
52.0	DINNER
51.0	XMAS
51.0	AUCTION
46.0	B-AGM
42.0	EXHB MON
42.0	EXHB SUN
41.5	OPS AUS
37.7	WORK/OPS
35.0	LOCO COMP
32.0	F-AGM
30.5	OPS AMER
30.0	OPS UK
30.0	MODEL COMP
28.5	CLINIC/OPS
26.9	OPS GEN
25.5	CLINIC
24.5	OPS EURO
20.0	EXHB PREP
19.9	AUD/VISUAL
16.3	VISIT
-GP	

1994 Committee Of Management

President	Phil Kelly
Vice President	Alan Tonks
Secretary	David Bennett
Treasurer	John Parker
Exhibition Manager	Ross Moar
Committee Persons	Fred Stell
	Barry Green
Publicity Officer	Glenn Percival
Auctioneer	Phil Kelly
Librarian	Bob Poole
Assistant Librarians	Barry Green
	Arthur Harris
Assistant Exhibition Manager	Barry Green
Exhibition Roster Clerk	Philip Lee

O Gauge Open Day

The proposed O Gauge day will take place on Saturday 17th May, from 10am to 5pm. There will be a \$2 door charge (under 5s free as usual) to cover morning & afternoon teas. The Club's 18m x 6m O gauge stud contact layout will be in full swing; with the main room housing a point-to-point modular layout, three tables of members' & visitors' models, and commercial stands by Gago Models, Ian Taber & Colin Shepherd. Invitations have been sent to Sydney clubs with a published interest in O gauge and no-

tice will appear in AMRM. Particularly with visitors bringing display stock, it is even more important that Branch members support this open day by manning the stands.

If you are able to help out, especially before lunchtime, please indicate same to the Publicity Officer. A successful day may lead to an annual O gauge event in future.

Norm Read

Library News

The somewhat stalled audit has kicked back into action, with a "Library Catalogue" folder shortly to appear in a holder on the side of the bookcase. It will expand as more works are fully catalogued, and will alleviate the need for unauthorised people to open the bookcases. To further assist members, the catalogue could be also made available on disk.

If there are any members out there who would like to review library works,

hort pieces for "Journal" would also be appreciated. The Branch Library of books, magazines and other reference works is available to all members, for a nominal charge of \$2.00 for twelve months. For more information contact the library staff, one or more of whom are usually present each meeting day.

AMRA NSW Clubwear

At the time of writing orders for around 110 garments have been received for NSW members, with even an enquiry from QLD! The lucky FREE 100th garment (a shirt) was ordered by Ray Thompson - congratulations! Order deadlines are now open due basically to just about all the Rockdale regulars having ordered garments already. The bottom line is that, as soon as sufficient orders come in to meet minimum purchasing requirements, orders will be processed. All new Branch members should now receive an order form in their membership kit (note the new prices for jackets now apply) but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one!

Duty Officer Crew

Duties include: opening & closing the clubroom; greeting guests at the door and seeing that they are attended to; the general conduct of meetings; and MAKING SURE A REPORT FOR "Journal" IS MADE (where applicable). A roster of willing volunteers is maintained by the Publicity Officer, with a thank you to the following hardy souls having put their hands up thus far: David Bennett, Danny Elliott, Damien George, Barry Green, Phil Kelly, Philip Lee, Ross Moar, Glenn Percival, Graham Saint, Bruce Thompson, Alan Tonks, and Brian Tyson. As you can see, Duty Officers need NOT be Committeepersons, but are subject to Branch COM acceptance. If you think you would like to actively help the Branch in this way, please contact the Publicity Officer. With only a couple more people on the Duty Officer ros-

ter, it will only be necessary to work once every few months.

Members' Discounts

The establishments listed below have indicated they will favour AMRA members as detailed. To obtain the consideration listed members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CLASSIC HOBBIES, LIVERPOOL will offer further savings on their regular prices wherever possible.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials.

PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible.

TRAINS N THINGS, SUTHERLAND now offer 10% off, except on books, magazines and videos.

VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

P.S. So much for the "grapevine" - apparently the proposed purchase did not suit!

The AMRA NSW Shop

CLUB SHIRTS

Adult sizes 14-30 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered BONDS

"The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26 \$38.00 ea.

Child sizes 6-16 \$30.00 ea.

Postage (if desired) \$ 5.00 ea.

KAY'S Custom Sportswear premium jersey fleece zip jacket, embroidered and personalised as above.

Dark brown in colour.

Made to order, January-November.

CLUB VIDEOS

AMRA in '92 \$18.00 ea.

AMRA '91 \$15.00 ea.

BOTH together \$24.00 ea.

AMRA in '92

APPENDED to your AMRA '91

\$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

CALL IN, CALL OR WRITE FOR ORDER FORMS FOR THE ABOVE!

GAUGES to AMRA Standards

LIMITED STOCKS!

HO GAUGE

Wheel/Track Code 100 \$ 3.40 ea.

Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.

N GAUGE

Wheel gauge \$ 3.40 ea.

Track gauge Code 80 \$ 3.40 ea.

Code 55 \$ 3.40 ea.

Selleys "Aquadhere"

one litre bottle \$ 5.00 ea.

Aluminium diecast G-clamps \$ 1.50

ea. two inch (51mm), with plastic foot & handle

C&K brand quality switches

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off

momentary action \$ 4.00 ea.

(for your hand throttles!)

Light Emitting Diodes (LEDs)

1.5mm red \$ 0.75 ea.

Diode Bridges LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

Small alligator clips packet of 10

\$ 1.00 pkt

AMRA car window decals \$ 0.50

ea. affix to inside of back window

CORK ballast strips

1/8" (for HO gauge) 1m x 4cm \$ 0.60

ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20

ea.

ODDS & ENDS HURRY!

Donated by Bruce Lovett \$ 2.00

min.

Minimum donation to Branch requested

SAMPLES ONLY:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max.

In O, HO & N scale.

Club Programme Notes

It is never too late for programme suggestions (we do in fact have some vacant slots at present as you can see), so if you have them, PLEASE jot them down and send them to the Committee.

TRIP DETAILS FOR THE train run to Narara on May 7th are available on the back of current Club Programmes. Call the Club or Publicity Officer for details.

THE OPPORTUNITY EXISTS FOR AMRA members to have an "open night" at HobbyCo, where, after normal closing, we have the run of the store at a discount price. If members are interested in COM pursuing the offer, please let us know.

OUR RESIDENT C.T.C. GURU on the HO layout, Fred Stell, has offered to run small clinics as required to give personal instruction on operating this major component of the layout. These instruction sessions may be held on either the 2nd or 4th Saturday of the month (i.e. a non-meeting day) as arranged. If you would like to gain experience on the C.T.C. panel, speak to Fred at the club or phone 534-5121 to arrange a clinic session.

IT IS PROPOSED THAT work may progress on the New HO Exhibition Layout on running days. If you are interested in assisting, make yourself known to that subcommittee: Phil Kelly, Jack Parker, Bob Wardrop, Alan Tonks or Glenn Percival. Other than mounting some of the locating brackets, work is awaiting a warranty inspection & adjustment of some latches. Full details of the plan for the new layout will appear in the next issue (my fault).

OFFERS OF HELP ARE being sought for a proposed "AMRA NSW Video Magazine", the idea being to capture on video highlights of each meeting, to form a record of happenings at Rockdale able to be borrowed from the Branch Library. This project is beyond the resources of any one person, however, with the sheer number of members with camcorders it should be possible to collect a few minutes' worth of each meeting. If you are able to help, please contact the Publicity Officer. With enough volunteers, perhaps it could be rostered along with the Duty Officers.....?

Club Programme

April

Sat 2nd Layout Operation (General)
Fri 8th Monthly Modelling Clinic - Laurie Lumsden et al
Layout Operation, HO & N Gauges (General)

Sat 16th ** OPEN DAY ** 10am to 5:30pm

Fri 22nd Layout Operation (Americas)

Fri 29th Slides - Col Gilbertson

May

Sat 7th Visit to Central Coast Steam Modellers by train

Fri 13th Monthly Modelling Clinic - Laurie Lumsden et al
Layout Operation, HO & N Gauges (General)

Sat 14th ** O Gauge Open Day ** 10am to 5pm \$2 entry

Sat 21st Layout Operation (European)

Fri 27th to be advised

June

Sat 4th Members' Auction (please book lots in by 2pm)

Fri 10th Monthly Modelling Clinic - Laurie Lumsden et al
Layout Operation, HO & N Gauges (General)

Sat 18th Audio/Visual "by request"

Fri 24th to be advised

July

Sat 2nd Learn the Layouts Clinic - HO Gauge Layout

Fri 8th Monthly Modelling Clinic - Laurie Lumsden et al
Layout Operation, HO & N Gauges (General)

Sat 16th Layout Operation (Aust)

Fri 22nd to be advised

Sun 31st Layout Operation (General) 12:00pm

August

Sat 6th Modelling Competition plus Videos

Fri 12th Monthly Modelling Clinic - Laurie Lumsden et al
Layout Operation, HO & N Gauges (General)

Sat 20th Layout Operation (General) Annual Dinner

Fri 26th Layout Operation (UK)

NOTES

* **WORK DAYS:** Wednesdays from late morning, most Monday nights, 7:30-10pm.

* Continuing Clinics possible on Layout Operation days, including scratch/kitbashing, throttles & work on New Exhibition Layout.

* On Layout Operation days **PRIORITY** is given to prototype indicated.

* Guests welcome at meetings unless otherwise indicated.

* Meeting times, unless otherwise indicated, are:

1st & 3rd Saturdays 2:00 to 5:30pm

2nd & 4th Fridays 7:30 to 11:00pm.

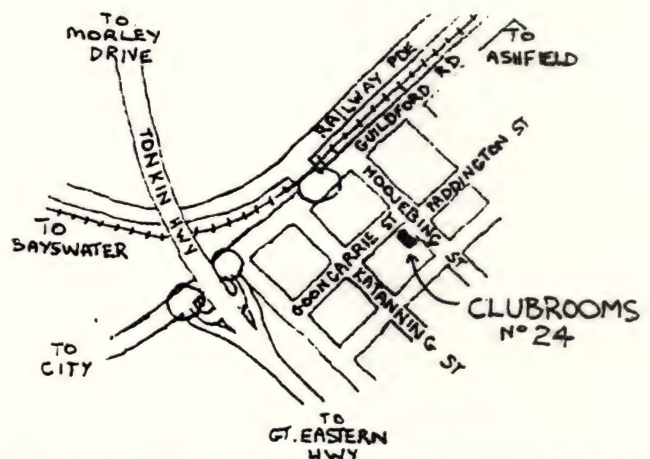
* Clubrooms are situated in Chapel Lane, Rockdale.

Phone 567-1899.

* This programme is subject to change without notice.

Updated programmes available from the Clubrooms.

* All correspondence on N.S.W. Branch matters should be addressed to: The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.



Simon's Scribblings

Well, it's a new year and another set of new challenges for all of us in the Western Australian Branch.

First, **THE 1994 MODEL RAILWAY Exhibition**

Planning is now well under way for the 1994 A.M.R.A. Model Railway Exhibition, which, as in previous years will be held over the June 'Foundation Day' long week-end in the Silver Jubilee Pavilion at the Claremont Showgrounds - that is, on Saturday 4th June, Sunday 5th June and Monday 6th June.

The search is on for suitable operating model railway layouts for display at this Exhibition. We have a Register (unfortunately a little incomplete) of Model Railway Layouts Suitable for Exhibition but if you have, or know of, a layout that would be a potential exhibit that has not previously been exhibited, please contact me or the Secretary, Gary Arcus, at the Branch's postal address above.

With the next issue of "THE BRANCHLINE", I will be making the usual appeal for members' assistance with the Exhibition. There will be a

"Members' Exhibition Pack" which will contain some promotional material in the form of about 20 handbills of A6 size and an A4 sized poster, as well as a Roster Form for you to indicate how much time you can give to the Branch during the period of the Exhibition. Please make every effort to make yourself available to assist with the setting up and/or the running of the Exhibition and/or the pulling down of the Exhibition. Remember that the annual Model Railway Exhibition is our main source of income for the year, supporting our operations at Moojebing Street

for the whole year and providing the necessary funds for our proposed Clubrooms extensions. Your support is essential!

Unless you have previously indicated otherwise, your 'Members' Exhibition Pack' will also include a Raffle Book containing ten \$1.00 tickets. This year, the Branch Management Committee has decided to make some changes to the format of the annual Branch Raffle. The major changes are that there will be only three prizes, all being cash prizes, and the Raffle will not be drawn on the Monday afternoon of the Model Railway Exhibition but at a later date, probably at the Exhibition 'Post-Mortem'. The cash prizes (\$1000.00 for 1st prize, \$200.00 for 2nd prize and \$100.00 for 3rd prize) will make it a lot easier on the Management Committee who, in the past, have had to coax various traders to donate the prizes - usually these traders are those dealing in model railway items. We also believe that cash prizes will make the raffle tickets more saleable in many a workplace. The later date for drawing the raffle will improve our chances of getting all ticket butts, money and unsold tickets back from our members before the draw - in the past, this has been a real headache for the gallant members who have volunteered to take charge of the administration of the Raffle.

If you have joined the Association since April 1993 and have not been previously asked whether you are prepared to accept a book of Raffle Tickets for sale (or to buy yourself) and you have a religious, moral or other reason that prevents you from taking them, then please let the Secretary, Gary Arcus, know of this fact. I would hope, though, that those members in this position might consider making a donation of \$10.00 in lieu of selling or buying the ten \$1.00 raffle tickets, especially as Branch membership comes as a completely free by-product of being a member of the Association.

The Clubrooms Extensions Project

Steady progress is being made in the preliminary activities which must precede the physical construction of the Clubrooms Extensions Project.

Derek Pitkin has completed the drawings for the Clubrooms Extensions Project and arrangements are in hand to have these checked prior to their submission to the City of Bayswater for a Building Permit.

Derek has prepared the necessary plans and elevations, plus footing details, structural steel details and electrical and lighting plans. This involved a considerable amount of work and has been a job well done. Thank you very much, Derek.

Workshop Matters

Although it had been my intention (and desire) to proclaim in this issue the accreditation procedures for members to have authority to use the

Branch's lathe and air brushes, all I can advise is the identity of the assessors that the Branch has appointed.

For the lathe, members should contact George Foster or Bob Hands and for the air brushes, members should contact Bob Green. These assessors will appraise your working procedures and safe handling of the equipment in a general sense. We have not been able to define the specifics of the appraisal procedures to be used.

As the assessors do not come to the Branch Clubrooms for each and every meeting, it will be necessary for members desiring to be accredited to make an appointment with the appropriate assessor beforehand. The contact telephone numbers are:-

George Foster (Saturday assessments only) 390 9665

Bob Hands (Monday or Wednesday assessments only) 276 9638

Bob Green 451 5394

Don't forget, NO ACCREDITATION, NO USE OF LATHE OR AIR BRUSH

Also, when you want to have the use of the lathe or the air brushing equipment, see the Duty Officer who will issue the equipment to you and check its condition, etc. upon its return.

Situations Vacant

There has been one volunteer to join the Branch Management Committee to fill the position vacated by Tim Shenton and the Committee is considering this matter.

There have been no volunteers coming forward for the positions of: Clubrooms Extensions Project Manager 1994 Model Railway Exhibition Co-ordinator

For the former, there is no immediate problem as the Management Committee itself is able to handle the preliminary activities ahead of obtaining a Building Permit. It is only when the physical activities start to loom large, sometime in April or May, it is felt that there will be the need for one person to take over the reins, so there's still time for you to volunteer for this one!

For the latter, the planning activities for the Exhibition are currently being distributed among various members of the Branch Management Committee, with Alan Porter keeping track of what is being done, by whom and when. It seems probable that this system will continue through the next three months or so but assistance with clearly defined and particular 'parts of the action' would be gratefully received. So far, we have received offers of assistance from the following members:

Rod Tonkin - Critical Path Planning of Exhibition Activities

Ted Thoday - Rostering of members volunteering for Exhibition

Thank you both for your offers.

Simon Mead
President

Around the Layouts

Welcome to 1994, and hopefully a year in which I will be able to spend a

bit more time at the Clubrooms. However, since my last report, I have not been able to get to many of the normal meets and therefore I cannot give a full and first hand report on the layouts. Seems that I must strengthen my New Year resolutions!!

As members will by now be aware, the 'West-N-Trak' layout has been moved right up against the dividing wall in the Layouts Room to allow space for the construction and assembly of the Student Modellers' layout. While work is progressing on that layout, the Layouts Room is going to be quite congested. I ask all members to be careful in the Layouts Room, have a bit of patience and to go around rather than through the layouts, particularly when trying to get to 'Haltwhistle' or 'West-N-Trak'.

Following on from my last report, there has been no sign of the return of the 'N' scale rolling stock that has gone missing, either the Branch's stock or the members' own private stock. With this in mind, I ask all members to consider the security of their own models when visiting the Branch Clubrooms. Models can go missing very easily, either deliberately or by accident, either by one of your fellow members or by a visitor. Don't forget though - they are your models. It is up to you to look after the security of those models and make sure that you go home with the same number of models that you arrived with. If, for some reason, something does go missing, report it to the Duty Officer there and then, not the next time that you visit the Clubrooms.

As for the Branch's own stock, the 'N' scale equipment, which is the most vulnerable due to its size, has been locked away and can only be used under the direct supervision of the 'N' scale Gaffer, Ian Wood, or myself, who will be responsible for its security. For other times, there are two sets of 'N' scale stock in boxes in the Storeroom, a passenger set and a freight set. Anyone wishing to use either or both sets should contact the Duty Officer who will sign them out to you and will check the stock (the number of items and their condition) and sign them back in once you have finished with them. Don't forget that it is your responsibility to look after the stock whilst you have it out on the layout and to make sure that you return it, intact, when you have finished. Responsibility for the stock cannot be passed on to a fellow member should you decide to go home half way through the afternoon or the evening - both you and the fellow member must see the Duty Officer and he will note the change of responsibility on the form in the 'N' Scale Register book.

Members who do not return the loaned out stock or who are seen damaging the stock will be refused further access to the Branch stock. Hopefully, by the time that this report is produced, the same system will apply to the 4mm

scale stock for use on the 'Haltwhistle' layout. Again, the 'Haltwhistle' Gaffer, Ken Hatcher, will have access to all of the Branch's 4mm scale stock and is responsible for its security and use.

I have received a numbers of completed questionnaires to date but not as many as I would have liked. Please, this is your Branch and it is your chance to put forward your opinion on what you would like the Branch to get involved in for the future. If you have not completed a questionnaire yet, then please do so and return it my pigeon hole folder in the Clubrooms (to the right of the 'Paddington Market' showcase) or mail it back to the Secretary, who will pass it on to me. If you have lost the questionnaire form sent out to you in the last issue of "THE BRANCHLINE", do not despair - there are spare copies available in the Clubrooms.

'N' Scale Nights

Where are all the 'N' scalers? Quite frankly, I have been disappointed with the turnouts on the two Friday nights each month. I know that we have a number of shift workers and members whose work has taken them out of town and so cannot get along on Friday evenings but there are a lot of 'N' scale modellers in the Branch, many of whom I have never seen at the Clubrooms.

Remember, you do not necessarily have to be interested in American trains or interested in the modular concept of 'N Trak' construction to be able to enjoy a Friday evening at the Branch Clubrooms. Most of the 'regulars' who attend and I have home layouts that are not modular in concept and I for one enjoy the opportunity to run my British stock while Ian Wood (the 'N' Scale Gaffer) runs his Australian models. We are interested in all aspects of 'N' scale modelling, so if you have a spare Friday evening, come along and join us. Also we have some interesting 'Topic Nights' coming up on scenery, making trees, air brushing, decalling, to name but a few, which can be applied to all other scales quite easily. Remember, once you have mastered the art of doing things in 'N' scale, 'OO', 'HO', 'S' and 'O' scales should be a 'piece of cake'!

Barry Bryant
Layouts Co-ordinator

Membership Matters

We lose a few - we win many more! That seems to be the message at the end of the 1993-94 'Subscription Renewals Campaign' to encourage as many as possible of the Western Australian members of the Association to continue their membership for 1993/94. While we finished up with just 32 who did not respond to the questionnaire sent out with the last issue of "THE BRANCHLINE" and another five who advised of their desire to resign from the Association, we did have quite a few who had overlooked the matter or who reconsidered their earlier decisions not

to renew for 1993/94. These 'recovered lost souls' and another seven new members since the last issue of "THE BRANCHLINE" means that the Branch membership now stands at 340. This is an increase of 15 over the number at the same time last year.

The total membership of the Association, Australia wide, now stands at 1019, compared with 1009 at the same time last year. The New South Wales Branch now stands at 276 (same as last year), the Victorian Branch stands at 271 (three less than last year) and the Queensland Branch stands at 123 (one less than last year) with two less members now in South Australia and one more overseas. So, it can be seen that although there was an increase of 15 members in Western Australia, there was a drop of five members elsewhere, so resulting in a net increase of 10 across the whole Association.

We lost three members due to interstate moves - Jim Mirco moved to Darwin and Ken & Luke Huntington moved to Victoria. All continued their membership of the Association but Jim, in the modelling loneliness of Darwin, asked to remain a member of the W.A. Branch. Technically, this does not conform with the Federal Constitution, so we added Jim to the list of 'Honorary' W.A. Branch members, although, technically, there is no provision in the Branch Constitution for such a status!

Anyway, rightly or wrongly, Jim joins several other 'Honorarys', some of whom have recently moved. Jack and Margaret Eagles (both were very actively involved on the Branch's Management Committee in the early days of the W.A. Branch) have moved from New South Wales to Canberra as a consequence of Jack's career path with the R.A.A.F. and Chris Gorrington (who actively assisted with the running of the Branch, 1981 Model Railway Exhibition in the Melville Civic Centre) has moved (yet again) from New South Wales to Kuala Lumpur as a consequence of his career path with the Sheraton group of hotels. Jack & Margaret sent a Christmas card to the Branch (it's on the Clubrooms Notice Board) and Chris recently made a hurried visit to the Branch while en route through Perth to Malaysia. He arrived, so I am told, in a stretch limousine which tested the dimensions of our carpark somewhat! If any other members have ideas of doing likewise, please give us a bit of notice - we'll get the red carpet out!! We are pleased to be able to send these (and the other) 'Honorary Members of the W.A. Branch' a copy of each issue of "THE BRANCHLINE" in order that they don't lose touch with the Branch.

I feel a bit like the 'polly', who when invited to open a new bridge or some such, made a long speech and then forgot to 'do the deed' with the scissors and the tape! I almost forgot about the seven new members of the Branch!!

They are -

Fred BUDD Maylands 'O' and 'OO'
Peter GOSS Boyanup 'OO' (GWR) & 12"/ft WAGR
Syd HODGKINSON Mount Lawley 'OO'
Gerry MADDEN Thornlie 'O'
Peter REYNOLDS Geraldton 'Sn3½'
Daniel SHURMER Forrestfield 'HO'
John YOUNG Applecross 'HO'

We welcome them all 'aboard' and hope that their membership of the Association and of the Western Australian Branch, in particular, will be both enjoyable and fruitful.

Alan Porter
Branch Registrar

From the Reading Room

The Christmas and New Year holiday break seems to have prompted some cleanouts and, subsequently, some major magazine donations to the Branch, for which we are very grateful. They have filled in some big holes in our collections of "Railway Magazine", "Steam Days", "Steam Classics" and "British Railways Illustrated" and have provided several new and good titles to our magazines collection ("Modellers' Back Track", "Great Western Railway Journal").

Thanks to Barry Bryant, Peter Sapte, John Mills, Gavin Stallard, Chris Paterson, Peter Goss and some "anon"s.

We have also had some great book donations from Jack Elliott, Gavin Stallard, Adrian Elder, Derek Hall, Ted Thoday, Barry Keens and Fred Budd. Jack Kine, who has visited us twice from the U.K. in the past three years, donated some excellent, older books ("Locospotters Annual 1968", "Great Western Album", etc.) which will rekindle some memories.

Since August 1993, we have had some 58 books donated and about 100 magazines added to the collection - an indication of the great support received from members and non-members.

Of course, some of the donated magazines have been duplicates of issues already in our Library, so with these, we compare the quality of the donated item with the one we hold and the worse one is passed on to Garry Pilmoor for display in the magazine sales racks and for sale at the annual Model Railway exhibitions. These sales then enable the Branch to purchase modelling books, in particular, for the Library. More donations will be very gratefully received, especially magazines to fill the gaps in our collections. Please check the Magazine Catalogue red folders in the Library to identify these gaps.

For some months, the Branch Management Committee has been concerned about certain aspects of the borrowing policy for the Library. It was felt that some members were taking excessive advantage over others by borrowing many, many items at the one time, by not returning the borrowed items within the time allowed and by borrow-

ing for a full month (as they were entitled to do) certain brand new books which the Branch had just bought. A revised set of LIBRARY RULES were adopted by the Branch Management Committee at its meeting on 27th January and these will become effective as from Saturday, 19th February 1994.

Gary Arcus
Library Co-ordinator

Fly on the Wall at the Management Committee Meetings

DECEMBER (Meeting No.136) - deferred to 6th January.

Approval procedure for operators of lathe and for air-brushing equipment discussed further. New card system for Library cards reported as written up. Report of satisfactory removal of the magazines rack from Layouts Room to Meeting Room and its modification giving better presentation of magazines for sale and giving more space in Layouts Room. Replacement and new binders for "Railway Magazine" ordered. Agreement that Branch forward programme for four months must be sent to "JOURNAL" Editor separately. Need for increased security of Library stock of videotapes discussed. 'Final Notice' to lapsed members sent out with December issue of "THE BRANCHLINE" resulted in 18 renewing. New acquisition of two books by Iain Rice recently received and their immediate loan to members (for a month) led to discussion of a possible moratorium period for loans of new books, as well as current magazines. One member's comments on the need for more introductory type modelling talks in Branch programme noted and agreed to be acted upon. Thanks to Garry Pilmoor for arranging presentations at Christmas function. Thanks to Ian Wood for donation of 1994 Calendar. Sets of 'N' scale running stock prepared for use by Branch members, 'OO' sets to be prepared shortly. Agreement to subscribe to new modelling magazine "Modelling Railways Illustrated" and attempt to get first issue. Plans drawn by Derek Pitkin of Clubrooms extension, reviewed and agreed to proceed towards obtaining Building Permit. Concern over a dishonoured cheque (with dishonour fee) from a member for a purchase at "Moojebing Market". Review of Auction held in December and discussion on need to speed up selling process. Agreement to pay booking deposit for Silver Jubilee Pavilion for 1994 Model Railway Exhibition. Malfunctioning of Paasche air brush noted and need for repair. Layouts search notices for hobby shops to be prepared a.s.a.p. and opportunity for sponsorship to be pursued.

Why I Got Into 'N' Scale Modelling by Barry Bryant

Presented at the 'N' Scale Topics Night on Friday, 7th January 1994

The answer is simple. However, the way I got there, the mistakes I made

and the expense incurred are the main aspects of this talk.

Why I eventually settled with 'N' scale is easy. I wanted to meet the following objectives :-

(1) I wanted to be able to run long, prototypical length trains and I have a preference for having more than one engine on the head.

(2) I wanted to model a main line, which had to be double track, preferably expanding to four tracks as it goes through a main line station.

(3) The main line station should be able to accommodate full length passenger trains.

(4) The model of the railway had to be constructed in the limited space that I have available at home.

I started modelling about 15 years ago but not in 'N' scale but in 'HO' and 'OO' on 16.5mm gauge track. Why, may you ask, did I do a silly thing like that, when the objectives previously given all point clearly to 'N' scale?

The answer lay in the way I started modelling and the lack of real thought put in when I first started. I got into the hobby via my, then five year old, son. We had purchased for him a TYCO 'HO' scale train set and I built him a basic oval layout, approximately 6 feet by 4 feet, the framework of which was on castors so that it could slide under his bed when the model railway was not in use. The problem was that it was not in use very often. It got put away and brought out weeks later, when father was not there. Dirty and dusty track meant the trains did go very well, so son got fed up and put it away again!

The building of the layout fired up my interest in model railways and when my son opted for cars instead of trains, I inherited the layout. Here I made my first mistake - instead of thinking carefully, setting out the objectives that I hoped to achieve with the model, then using those objectives to choose the scale, the country, the location, etc. that best suited these objectives, I just looked at what was available in the local hobby shops and said "this is what I will go for." I chose to model 'OO' scale for the following reasons :-

(1) I wanted to model British outline, primarily because I was from the U.K. and I wanted to recreate a part of Britain that would remind me of train-spotting days gone by.

(2) There was a far greater variety of rolling stock being produced in 'OO', particularly at that time with the entry onto the market of Mainline models and the expansion of the Lima range.

(3) There was a very limited range of 'N' scale equipment of British outline. There were a couple of Minित्रix steam locomotives, "Britannia" and the BR 9F, which didn't look very good, the "Warship" diesel, a couple of Graham Farish models with three pole motors which didn't perform all that well and a couple of Lima models which were

built to 1:160 scale and when compared with the other models at 1:148 scale looked completely wrong.

(4) I already had quite a bit of track, points, buildings, etc. from the original layout that would allow me to make a start far quicker than if I had to wait for some extra cash to start purchasing new 'N' scale items.

There was no room actually inside the house, so we purchased a 12'6" x 7'6" garden shed, which I insulated and lined with hardboard. Into the shed I built my first proper layout, a basic 'OO' scale oval with the operating area in the middle. It featured a station, sidings and engine facility.

But it was a failure - the end curves were too tight, there was not enough room for a decent fiddle yard and I couldn't run decent length trains. Also, there was too much put into a small area - it was all track and no scenery. After a frustrating couple of years trying to make it work, I gave up, stripped the layout and started a multi-level layout, again in 'OO' scale. This had the effect of solving the fiddle yard problem but not much else. The restricted space meant that curves were tight, clearances were tight and gradients were steep. It also meant that because of the multi-level format inside a shed with the operating area in the centre, there were sections of hidden track that were almost impossible to get at once the scenery was built. Another failure!

By this time I was getting most frustrated and was about to pack up modelling altogether; the hobby was not fun any more. My wife, seeing my frustration, said "sit down and think about it."

What were the options open to me?

(1) Rebuild in 'OO' a main line in a large shed. This idea did not appeal to me, thinking of the time that I would be spending

in erecting, concreting, wiring, insulating and panelling another, larger shed.

(2) Build a 'OO' scale branch line in the existing shed. Now I know that a lot of modellers model branch lines and get a lot of pleasure out of them, but it was not an option for me, as I knew that I would not be happy with it.

(3) Rebuild in a smaller scale - 'N' scale. A colleague at work had an 'N' scale layout and I was impressed with what you could get onto a layout in this scale. There had also been a number of changes to the models now available, with Graham Farish expanding their range of models and with all locomotives now fitted with the excellent five-pole motors. This was however the most expensive option. By this time, my collection had grown to about twenty locomotives and a large amount of other rolling stock.

After discussing the various options, I felt that the only one that would work was option (3), to sell all my existing 'OO' scale stock and start again in 'N' scale and that is how I eventually got

into 'N' scale. As I say, it was an expensive way of doing it and one which in hindsight I shouldn't have let happen.

My 'N' scale hobby has gone through four layouts.

Initially I built an oval layout on the existing baseboards in the shed. This was good experience but I found that doing it in the shed produced many problems, biggest of which was expansion and contraction of track and resultant damage caused through great variations in temperature in the shed. Although it was insulated, it did not stop the shed from getting hot in the summer and cold in the winter.

Once a room became available, I moved into the house and built an oval, modular layout. This featured both a continuous oval main line and an end-to-end branch line. The model was set up as a modern image British Rail period layout with the closed branch line now in the hands of a preservation group. The preserved railway shared facilities at the station with BR. The operating potential was excellent, especially for exhibitions. I had even got down to producing a working timetable for the fictitious preserved branch.

It was at this time that I joined the N Gauge Society and through them got in contact with Doug McLean who invited me to the inaugural meeting of the 'West-N-Trak'. This was, of course, well before the 'West-N-Trak' layout was donated to the W.A. Branch of AMRA.

From then on, my energies were split between my own layout and the 'West-N-Trak' layout, with the latter taking priority as the 1985 Model Railway Exhibition drew near, as the group had been invited to exhibit the layout. After that, things were progressing well, until I was retrenched by my employer in 1988. This led to me becoming a consultant. As a consultant, I needed an office for my desk, computer equipment, etc. and the only room available was the 'train room'. The model railway was dismantled, never to be re-erected. While I was using the room as an office, I felt the need to have some sort of model railway layout, so I built a wall shelf unit above the desk. This was a single track, dumb-bell type layout with the main boards being only 16" wide, opening out to about 30" at the ends where I had return loops. The centre section formed a station and gave the impression of a main line station. The return loops at each end were covered by tunnels and hills and the general impression was of a station similar to Bangor in North Wales, where the station is situated on a very restricted site between two tunnels.

This saw me through to about twelve months ago when I cleared out the office and the room reverted back to a 'train room' and I started on Layout No.4. I did think of resurrecting the old (No.2) layout but felt that it took up too much space in the room, so I

have opted for a longer, narrower layout, again with a central operating area.

My current stock is a mixture of American and British and the model will be of an industrial, urban area with the main feature being a main line station with industrial sidings behind it. The model can then be either the North Eastern industrial corridor of the United States or any industrial town in Britain, depending on whether I have my American or my British stock out at the time.

Programme

April

Friday 1st Good Friday - NO MEETING

Saturday 2nd General Club Activities Note 3

Monday 4th "A NOSTALGIC VIDEO NIGHT" Note 10

Wednesday 6th LMS Modellers of WA Special Interest Group Meeting Note 6

Friday 8th 'N' scale Special Interest Group's Topic Night Note 4

Saturday 9th Special Project Afternoon Note 11

Monday 11th Sn3½ Special Interest Group Meeting Note 7

Wednesday 13th "HAVE YOUR SAY" Note 12

Friday 15th 'N' scale Special Interest Group Note 9

Saturday 16th AUCTION Note 13

Monday 18th General Club Activities Note 3

Wednesday 20th Sn3½ Special Interest Group Assembly and Workshop Session

Friday 22nd Southern Modellers Special Interest Group Meeting Note 2

Saturday 23rd General Club Activities with assistance on the 'West-N-Trak' Note 14

Wednesday 27th "Turning the train set into a model railway" Note 15

Saturday 30th General Club Activities with assistance on the 'West-N-Trak' Note 14

Programme Notes

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, Bayswater, right opposite Paddington Street. Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which are opposite the Cresco fertiliser works.

The times of the meetings are as follows, unless otherwise noted:

Mondays and Wednesdays: 8.00pm
Fridays: 7.30pm S a t u r d a y s :
1.30pm

The Committeeman who is the Duty Officer for the meeting will open the Clubrooms at least 15 minutes earlier than the times specified.

Visitors are always welcome at any of the meetings and they should introduce themselves to the Duty Committeeman (ask someone who he

is) and he will really make you feel 'at home' by showing you around the Clubrooms (which we believe are among the best of any model railway club in Australia) and by introducing you to some of the members present.

The fees payable by members at meetings cover some of the general operating expenses of the Branch's Clubrooms and entitle members to hot refreshment (tea, coffee or Milo) plus biscuit. No fees are payable by visitors.

Note 1

At these sessions, there will be a short formal session when there may be a showing of suitable slides on WAGR topics to illustrate some point relevant to Sn3½ modelling or a showing of newly available modelling materials and items suitable for Sn3½ modelling of the WAGR 3'6" gauge system. Following the short formal session, the normal 'workshop' session on an Sn3½ Special Interest Group meeting (see Note 7) will prevail.

Note 2

Anyone interested in the modelling of the Southern Railway, its precursors (such as the London, Brighton & South Coast Railway, the South Eastern & Chatham Railway, the London & South Western Railway and others) and its successor, British Railways (Southern Region) are invited to come along and meet 'kindred spirits'.

Construction has started on a layout based on Alton, Hampshire, so you may be able to show your practical skills as well.

Note 3

At these General Club Activities meetings, you may use the Branch Clubrooms more or less as you wish (except that you can't set fire to the place!) you may run your own trains on the 16.5mm gauge "Haltwhistle" layout (or, see the Duty Officer and get an issue of the Branch's equipment), you can do much the same on the 9mm gauge "West-N-Trak" layout (except that as the Model Railway Exhibition approaches, there will be occasions when the layout is out of action and volunteers to help get it ready will be welcomed), you can assist with the debugging and the further development of the 'O' scale (both 32mm and, now, 49mm gauge tracks) "Ebford Regis" layout, you can help Matthew Turner and the other Student Modellers on their new layout, you can browse through the mountains of information that we have in the library, you can put a videotape in the VCR (and sit back and watch 'the show'), you can use the Branch's "Work Station" for that little job that you haven't been able to do at home (except that you must apply to the Duty Officer for the issue of the Air Brushes and the Lathe Tools and accessories) or, if all these activities seem a little bit too arduous, you can chat away to like minded model railway enthusiasts.

Note 4

Although these "Topic Nights" are

aimed at the 'N' scale modeller, refugees from other scales are welcome to come along and hear about various aspects of modelling in 'N' scale, many of which are applicable in the larger scales.

The programmed topic for 8th April is Module Testing. Completed modules to be inserted into the "West-N-Trak" layout and the wiring and operation of these modules tested. This activity may also run into Saturday 9th April (participants will be 'excused' from working on the Special Project - see Note 11). The testing may possibly run into Sunday, 10th April, so that all the modules may be fully checked out.

Note 6

The LMS Modellers of W.A. aim to inspire the known modellers of the London, Midland and Scottish Railway, its many predecessors and its successor, BR(LM), to greater heights by these monthly meetings where there is an exchange of information on a chosen topic, know-how on LMS models availability, LMS modelling hints and tips, mutual admiration of each other's LMS modelling efforts and general chit-chat, but only on LMS matters! Modellers of the lesser railways are always welcome to come along and find out why 'crimson lake' is beautiful!

(Is the editor of "THE BRANCHLINE" an LMS modeller by any chance? The bias is showing!!...Managing Editor)

The programmed topics for 6th April is "When the Tide Comes In" - a look at the maritime activities of the LMS, including the ferries.

Note 7

At these 'workshop' sessions, you can try your hand at building a model of a WAGR 3'6" gauge vehicle in 'S' scale (1:64). You can start, under the guidance of mentor Graham Watson, on a fairly simple project, such as a 4-wheel GC open wagon (or just assemble a 4-wheel G open wagon). When you feel confident of your skills, you can graduate into more complex goods wagons, passenger rolling stock and steam 8 diesel locomotives. You can get most of your modelling requirements for such activities, either from "Moojebing Market" (styrene sheet, MEK, phosphoric acid soldering flux, etc.) or from the Railwest Models salesperson present (North Yard wheels and top-hat bearings, compensation units, brass rod of various diameters, 0.9mm thick lead sheet, etc.).

There will be modellers at all stages of skill and with their models at all stages of completion, so you will not be 'out of place', whatever your skill level.

Note 11

It's that time again - time to collate, staple, fold, envelope and Postcode sort the April issue of "THE BRANCHLINE". Many hands make light work and the whole print run can usually be disposed of in about 90 minutes, so why not come along and join in this valuable co-operative task. You will also get your copy 'hot off the press'.

Note 12

You asked for these quarterly 'Get It Off Your Chest' meetings, so take advantage of the opportunity to hear reports from various members of the Management Committee on their spheres of activity. You will be able to ask 'questions without notice' and make, hopefully constructive, suggestions on how things could be improved. In other words, "HAVE YOUR SAY".

Note 13

We rotate our Auctions around a Monday, Wednesday, Saturday, Monday, cycle so here we are again with a Saturday one, which does mean that if the two Auctioneers maintain a selling rate of 60 lots per hour, we'll get through the 150 (maximum) lots in 2½ hours and even if they fall short of this rate, any consequent lateness in finishing the Auction will not be so awkward for many potential buyers as happens when we run late on an evening Auction.

Only A.M.R.A. members may submit items for sale at this Auction but non members will be welcome as potential buyers. The Auctions Coordinator (or his delegate) will give consideration, if requested, to a member using the Auction as a means of disposing of the model railway items contained in the estates of deceased persons who were the friends of an A.M.R.A. member but not a member themselves.

The Rules for the Auction are printed on the reverse side of the redesigned Auction Form, which will be available at the Clubrooms from Saturday, 2nd April. If you can't get to the Clubrooms to pick them up, contact the Secretary and he will mail the necessary number of forms to you. Vendors are requested to complete their Auction Forms before they come to the Clubrooms on the day of the Auction, as this assists in the marking up of the Lots for sale and their display to potential buyers.

The Clubrooms will be open from 1.00pm to allow for early marking up of lots for sale and their display. No items for sale will be received after 2.00pm.

The Auction will commence at 2.15pm and no later. It is expected that the Auction will be completed about 5.00pm.

Note 14

Much the same format as the usual 'General Club Activities' meetings (see Note 3) but with more emphasis on ensuring that the Branch's "West-N-Trak" 9mm gauge layout will be ready for the 1994 Model Railway Exhibition to be held early in June, so any volunteers will be welcomed by the resident gang headed by the 'gaffer', Ian Wood. See Ian, or in his absence, Barry Bryant, if you want to help out.

Note 15

The second of a series of talks and demonstrations aimed at beginners in the hobby. Dennis Ling, the "Ebford

Regis" 7mm scale layout 'gaffer', will be asking

"Where has the magic of my train set gone?" "How do we put the magic back?" "But, where do I find the space for a model railway?" "What is a model railway anyway?"

Come along and find the answers to these questions.

ACCU-flex Acrylic Paint

Nothing much to report on the local scene, as Zimblers have not yet been able to acquire any ACCU-flex paint from Badger Air Brush Co. in the U.S.A. to replace those colours withdrawn late last year and to provide a wider range of colours than was originally available here.

There has, however, been a News Release from Badger Air Brush Co. published in the December 1993 issue of "Railroad Model Craftsman" which sheds a little light on what was 'the problem'.

My own recent experiences with ACCU-flex 'Grimy Black' (one of the colours which was withdrawn but which I kept last October, as I had no problems with it, and two others, at that time) accord somewhat with their explanation. Just a couple of weeks ago, I went to use this particular paint in my air brush and discovered that in the base of the bottle there was a mass of a very 'rubbery' gunge, which only broke down after extremely violent agitation.

I am still grappling with the tendency for some of the colours I have to dry a little more glossy than 'dead matt' on some surfaces, but this does seem to be less of a problem if the surface to be painted is scrupulously cleaned, even if the surface is a prior coat of ACCU-flex!

Which brings me to.....

Wagon Sheets Made from Aluminium Foil

I still have not tackled the problem of lettering my wagon sheets made of aluminium cooking foil (refer page 18-19 of the Journal 218) as I am still trying to get the right colour and gloss (or lack of it) for the sheets. Although ACCU-flex paint is ideal for my requirement of a wagon sheet which can be frequently removed from one wagon and replaced on another, it has this slight 'glossiness' which is not how canvas type wagon sheets looked when in use. I have amazed several members and others with a little demonstration of the incredible flexibility of ACCU-flex by taking an 'aluminium foil' wagon sheet which had been painted on one side with ACCU-flex paint, then screwing it up into a small ball about 10mm in diameter (often to a gasp of breath from my audience) and finally, unscrewing the ball of foil very carefully, not to protect the paint but to avoid tearing or holing the foil. The result....a crinkled, but otherwise completely intact paint film. Any defects are usu-

ally the result of some damage to the foil itself!

Partly due to some dissatisfaction with the limited range of greys and blacks that are currently available in the ACCU-flex range in Perth and partly to overcome the slight 'glossiness' problem, I have decided that a finishing coat of an appropriate grey-black shade from the Polly-S range (which are also acrylic paints but not as finely ground) is needed. This can be brush applied over the air brushed ACCU-flex and does not seem to suffer too badly in the 'screw-ball' test described above. Maybe, any defects that develop in the Polly-S paint are 'lost' against the unbroken background of the not too differently coloured ACCU-flex 'undercoat'.

I have also discovered, like Sol did with Castrol, that there are different foils. My first batch of experimental wagon sheets was made from '1001 Aluminium Foil' packed in a black box. This foil is only about 0.015mm thick and is inclined to 'tear' fairly easily with rough handling. A better one, found in our larder, is 'Traditional Strength' COMALCO ALFOIL packed in a red box. This is between 0.02mm and 0.025mm thick and has proven much tougher and holds its folds quite as well as the thinner grade. I am told that there is a "Caterers' Foil" which is even thicker and this may make more robust wagon sheets.

In talking to Jim Preston of P&J Models about ACCU-flex and these wagon sheets, Jim (who had been a long distance lorry driver in Britain) pointed out that I had been folding my wagon sheets wrongly around my wagon loads. He ought to know! The procedure was to hang the wagon sheet over the load, allowing the surplus length and width to drape over the ends and the sides of the wagon. Then, the surplus hanging over the sides was folded around each end of the wagon and tied down to a fastening point on the opposite side of each end. Just goes to show, we're never too old to learn!

The Future of Lima Australian Models

For several months, there have been rumours circulating about the future of Lima 'HO' scale models of Australian railways.

In the February issue of "Australian Model Railway Magazine", Bob Gallagher deals with the question of the abandonment of the Australian agency for Lima by Southern Model Supplies and a possible replacement agent. Recently, A.M.R.A. member Tony Gray advised members of the West Australian Model Railway Club that Lima has changed management and there is a new policy calling for a very large number of units to be ordered to make a run of a model. This will all but eliminate any further Australian models from being considered as Lima will now require 10 000 units

for a run of a model. He suggested that if you want a Lima model of an Australian prototype, get it now!

Oldest Model in the Branch?

At a recent "Bring and Show", newly rejoined member Fred Budd showed a Bassett-Lowke 'O' scale model which dated from 1931. He issued a challenge for any member of the Branch to produce an older model. Fred might lose this one, as the Branch holds (in trust) a Hornby 'O' scale 4-4-4T locomotive produced in 1924!

Book Reviews

"THE COAST LINES OF THE CAMBRIAN RAILWAYS" Vol.1 by C.C. Green

Wild Swan Publications Ltd.
280mm x 220mm 282pp ISBN 1
8741103 0 7
£21.95

To Wild Swan's usual 'text book' style, this is the first part of a series of books covering the lines of the former Cambrian Railways. The author is well known for his lifelong affection for the Cambrian and this volume, covering the line from Machynlleth to Aberystwyth, can be considered part of a definitive history.

Whilst there is some text, much of the information is contained in extensive captions to the many photographs. Ordnance Survey maps, track and signalling diagrams for many of the stations are included.

Your reviewer would have liked to see drawings of at least some of the major railway buildings included; it is possible that these may appear in a later volume, although this is not indicated. To be fair, other books on GWR architecture and running sheds, etc. contain plans of some of the buildings (e.g. the series written by R.H. Clark and C.R. Potts on selected GWR stations, Paul Karau's book on GWR branch line termini and Adrian Vaughan's treatise on GWR architecture, all of which were published by the Oxford Publishing Company.)

Well worth the price, a must for anyone with an interest in the Cambrian or its successors, the GWR and BR(W).

Included is a very useful bibliography of other reading matter on this line and matters associated with it.

Ted Thoday

Video Review

STEAM. Volume One - British Railways

Castle Communications Plc RRP
\$29.95 55 minutes

This video is one of a five part series produced by Jeremy English (formerly of Railscene) for Castle Communications, and is a good modellers' introduction to the British Railways 'Standard' steam locomotives.

British Railways' aim, on formation in 1948, was to electrify the whole system eventually but, as development of

diesel electric locomotives in Britain was less advanced than in North America, as well as the fact that Britain had an abundance of coal but, at that time, no oil, it was decided that steam locomotives would continue to be used until this aim could be achieved. The new British Railways 'Standard' designs would fill gaps in the existing locomotive roster inherited from the 'Big Four', as well as introduce some new developments to existing designs. They would also allow replacement of pre-Grouping locomotives retained for and worn out during World War II

Each locomotive class is shown in action in BR service and as preserved, where possible. Variations in the classes, as built and as modified, are shown. The archival footage shows both regular revenue earning service and 'fan' trips. The preserved locomotives are shown on BR main line runs and on preserved private lines. The period covered is from 1950 to 1993.

The video also includes the War Department 'Austerity' locomotives. These were not designed for BR but were designed by Robert Riddles for the War Department for use overseas, particularly in Europe, when liberated. While they were not BR Standard designs, many found their way into BR service and their inclusion in this video is appropriate.

Riddles was the 'Member of the Railway Executive for Mechanical and Electrical Engineering', a sort of super Chief Mechanical Engineer and, as such, was responsible for the BR Standard locomotive designs. Before 1948, Riddles had been Principal Assistant to the Chief Mechanical Engineer of the LMS (H.G. Ivatt) and the narration explains how many features of the BR Standard locomotives were derived from the LMS post-war locomotive class system.

The photography in this video is good, the sound is crisp and clear and the narration is useful but not intrusive. Scenes on the preserved lines have the locations and the dates as subtitles.

The video is a good guide for modelers of British Railways. If, like me, you enjoy watching trains, it's a good treat. The scenes of "Duke of Gloucester" assaulting the Settle & Carlisle ('The Long Drag') are worth the modest price of this video.

Rod Tonkin

Cunderdin

The Railwest Models group is currently constructing a new Sn3½ layout based on the WAGR station at Cunderdin as it existed in 1955. It is being constructed on behalf of the Cunderdin Museum which is housed in the old No.3 Pumping Station of the Goldfields Water Supply Scheme. The project began some months ago after Garry Pilmor mentioned the modelling of Western Australian railway stations to a business client, who just hap-

pened to also be the Chairman of the local museum committee.

The layout is to be all but 6 metres in length and 0.85 metres wide and is designed to fit into what was the kitchen compartment of the ex-WAGR dining car (AV315) that the Cunderdin Museum has purchased.

The significance of the dining car as a home for the layout is that Cunderdin is the place where, in the middle of the night, the down "Westland" 3'6" gauge express would drop off the dining car before it proceeded on to Kalgoorlie. The dining car would be added to the up "Westland" express heading towards Perth the following morning enabling the passengers to breakfast before arriving in Perth.

The layout, if built to a scale of 1:64 ('S' scale) would occupy the whole length of the dining car so 'selective' compression has had to be applied to the area to enable it to be represented within the confines of the kitchen compartment without losing any of the atmosphere of Cunderdin station.

A major problem encountered early on in the project has been the lack of information about Cunderdin station, especially photographs. Fortunately, a couple of aerial photographs have been obtained, along with a few 'ground level' photographs taken, in the main, by visitors travelling to Perth on the "Westland" express. Plans for the station building, the goods shed and the refreshment rooms were obtained from the Battye Library and it is hoped that Co-operative Bulk Handling will be able to supply the plans for the wheat bin.

The layout is being built to the 'L' girder system of baseboard construction but is also being strengthened by the laying of 9mm plywood over the joists and then 'Medium Density Fibre-board' laid over the ply. The track, including the points, will be Peco except for the scissors crossings and the double slip which will be 'point-bashed', as they will not have to be operational. It is planned to have the front fascia constructed of tongue and groove pine and, when installed in the coach, perspex will be added to protect the display from dust and spectators.

It is planned to exhibit "Cunderdin" in this year's Model Railway Exhibition and to then install it in the dining car in the Cunderdin Museum, as a static display, by the end of September. The layout will be stocked with 25 items of rolling stock, a locomotive and, of course, a dining car along with road vehicles of the 50s, animals and people.

The accompanying diagrams and plans will give readers an idea of how the layout will look and how it will fit into the coach.

